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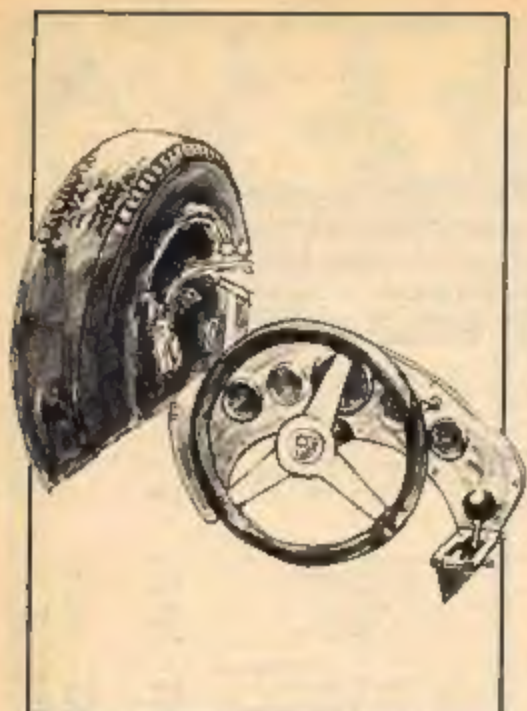
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MODEL CAR & SCIENCE

Volume 6, Number 1

January, 1968

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ON THE COVER — A good model builder has many interests, because there's just so much to be interested in! Whether it's a model plane, rocket, car, or space ship, it's interesting. This action packed issue covers all these areas in depth. If you're a model builder of any type, you'll dig it!

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model mail



OPERATION LIFT-OFF

I must say that I truly enjoyed your article on model rocketry in a recent issue of MC&S. It was a bit startling to find an article such as this in a model car magazine! Have you fellows done some sort of "about face" that I'm not aware of?

Don King
Aurora, Ill.

We have indeed, Don. Check this issue and you'll find still more information on model rocketry, not to mention airplanes, boats, and other interesting items in the model building field. The bulk of our articles will still concern our first love, model cars, but we feel that there is room for all kinds of models. Evidently a lot of you agree with us too, judging from the favorable letters we've been getting lately! Keep those cards and letters coming, gang!

WHERE TO RACE?

I'm new in town, and itching to race. My specialty is 1/32 home racing, and it's the club action I'm after. How do I go about finding out where "my people" are?

Jerry Bailly
Galesburg, Ill.

We have no listing of clubs in your area, Jerry. We've been gathering data on clubs for quite some time now, and want to eventually publish a complete list of private clubs, and hopefully, a complete list of public raceways. You raceway owners and club people out there can help us by

sending us the name of your raceway or club, plus the full address. We'll see if we can get it into print in the near future. It's a sure-fire way to pull new people into your club or raceway. And all it costs is a few minutes of your time.

STATIC MAN

I'll put up with the slot cars. I'll even put up with the model rockets, and the (ugh!) trains, but I'll only do so if you promise to run some Bob Paeth articles on static cars. I remember way back when, in the early days of MCS, Bob used to do some groovy articles on sectioning, chopping, and channeling. How about it, we need that type of article badly!

Jack Barstow
Riverside, Calif.

Anything for a reader, Jack-son! Check this issue for the first in a long series coming up, by your hero, Bob Paeth. Bob says "If your models look 'paeth-etic' stick around, I'll help you." How's that for service?

WANTS INFO ON HOW TO PAINT

My models always wind up looking like I dipped them in a bucket of barn paint, no matter how hard I try. I'm nearly ready to give up model building, if someone can't help me. If anyone can, you guys can! HELP!

John Wildside
Phoenix, Ariz.

Cool it baby, painting is e-a-s-y! We got your letter too late to get an article on the subject into this issue, John, but watch the February issue of MC&S. You'll get the complete paint story from A to Z! Not to mention a complete story on how to putty your models the "pro" way! Hang in there!

TRUE OR FALSE?

We hear that MC&S is going to sponsor the CMRA races in Southern California this winter. Is that true or false? If so, will you be offering race coverage in the magazine?

Alex Heddon
Dallas, Tex.

Unless something goes radically wrong, we will definitely be sponsoring these red-hot races



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A NEW ERA

Notice something different about the cover this month? We've incorporated the MODEL CAR & TRACK logo with the MC&S patch, because effective with this issue, we are merging the two magazines into one.

It is our feeling that by concentrating all of our time and energy into one magazine each month, we can offer you a magazine that will be far superior to any on the market. Our new format encompasses airplanes, boats, rockets, trains, cars, and nearly anything else that is of interest to the hobbyist. The response so far has been gratifying, and it's getting better all the time. Consequently, we are luring new readers into the fold every month at a rather startling rate — a fact that our advertisers are beginning to realize. From his (the advertiser's) point of view, this merger is the greatest bargain around! The merger will add the thousands of MC&T subscribers to the subscription list of MC&S. As a consequence, our advertisers will reach these extra thousands of potential customers at no extra cost! In addition, the hundreds of thousands of enthusiasts who buy MODEL CAR & TRACK each month on the newsstands will now buy MODEL CAR & SCIENCE instead. And the final plus, of course, is that completely new breed of people, the airplane and model rocket fans, etc., who are now beginning

to buy MC&S each month.

So we're delighted, and our advertisers are delighted. Now how about you? What will our new magazine offer you? Plenty. Each article you read in future issues will be timely, highly informative, and concisely written. No matter what area of interest you participate in, you'll find fascinating articles in each issue that will be truly worth saving. In fact, to help you do so, we're going to begin awarding a special seal of approval to outstanding articles each month, and set these articles up so they can be removed from the magazine and clipped into your notebook for future reference. Watch for these outstanding articles, beginning next month.

If you are now a subscriber to MODEL CAR & TRACK, you will begin receiving MODEL CAR & SCIENCE each month instead. If you subscribe to both magazines, the amount of time you have left on your subscription to MODEL CAR & TRACK will simply be added to your MODEL CAR & SCIENCE subscription. Example: You subscribe to both magazines, and have a year to go on MODEL CAR & SCIENCE, and six months to go on MODEL CAR & TRACK. We will automatically tack the remaining six months of MC&T on your MC&S subscription, giving you a year and six months worth of MC&S. Clear?

HERE AND THERE

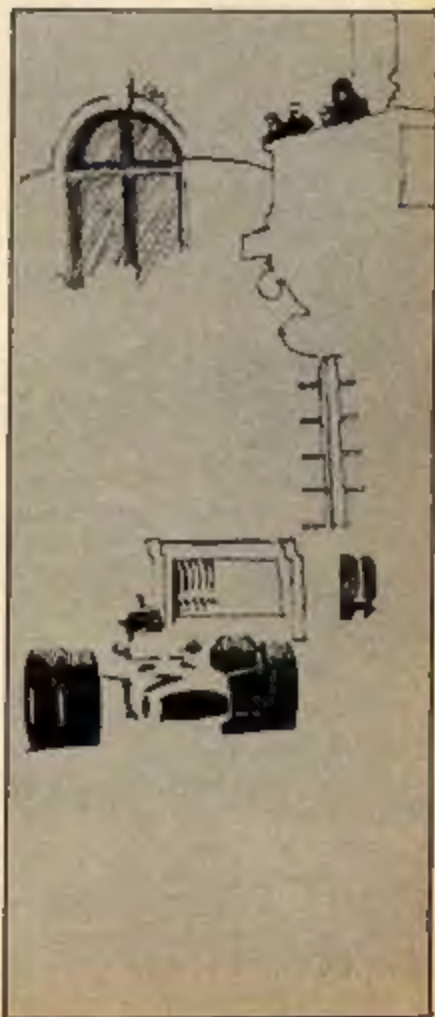
We have so many projects going, it's scary! First of all, as we pointed out in our answer to Mr. Alex Heddon's question in this month's MODEL MAIL, we plan to sponsor the CMRA races, here in Southern California. Furthermore, we are negotiating with a large enthusiast group in the east, to sponsor their races this year too. We'll let you know more about this as soon as we can.

We're sponsoring these races for a reason. Judging from your letters, you want to know what the "pro" racers are running, what their philosophy is, what they look like, and anything else you can learn about them. And

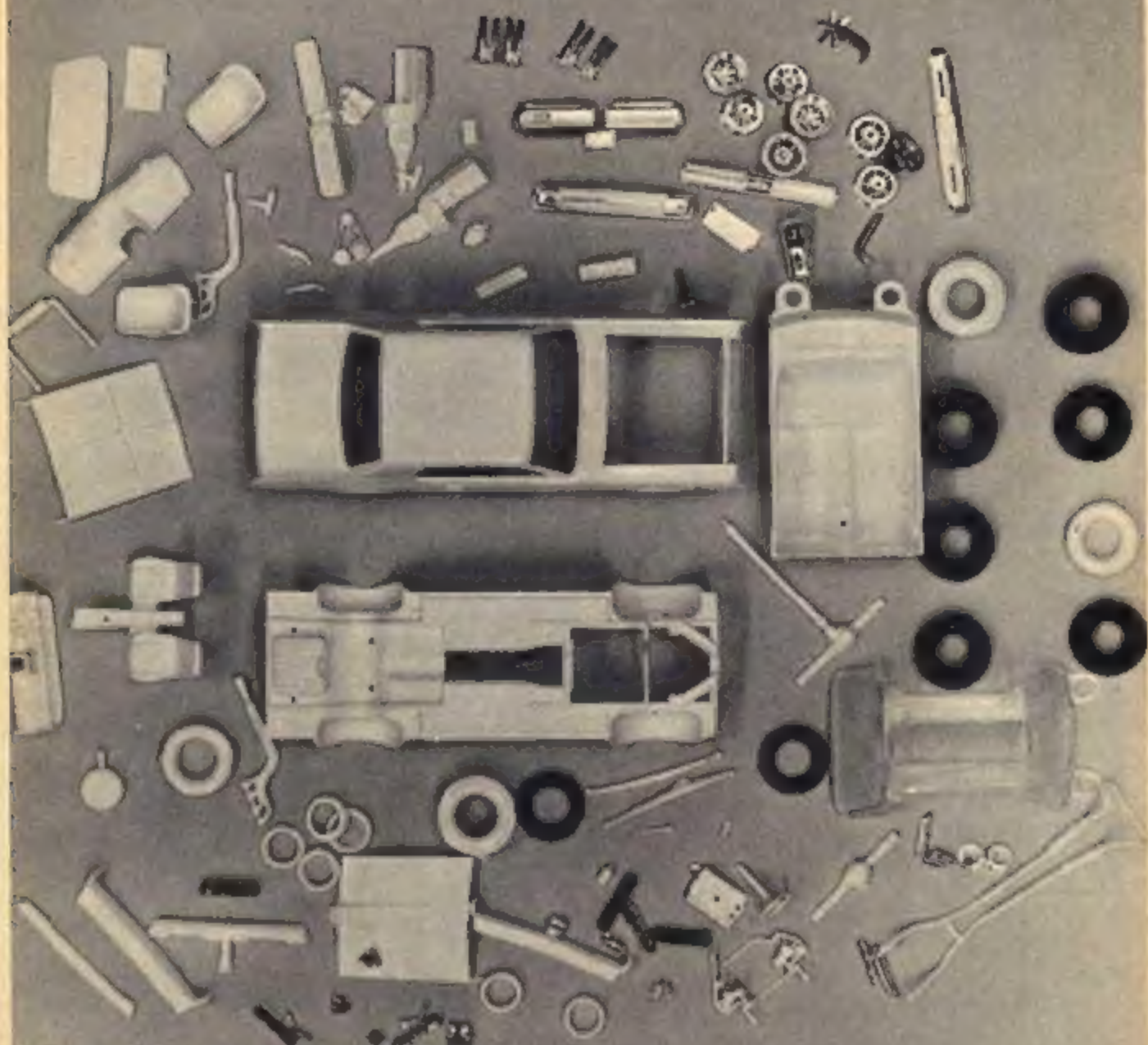
we don't blame you! Big time racing is thrilling, no matter if you're talking about 1:1 scale or 1/24 scale! If it's information you want, it's information you'll get! Our race coverage should thrill the most jaded, race-hardened buff. Watch for it. We're excited about the entire affair.

There will be a lot more "how to" building articles in the future too. Articles on putting, painting, chassis construction, motor rewinding, designing model rockets, trouble shooting, road tests, product reports, the latest dope on radio control, and well, you name it, we'll have it.

If you're strictly a model car buff, and are a bit apprehensive about our new "all models are great" format, you can relax. We won't forget you. In fact, you'll agree that you've never had it so good, after you digest the next few issues of MC&S. Man, we're sitting on the starting line, all revved up, and the flag has just been dropped! Watch our dust!



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In an AMT kit, every part is made to fit. And we make a lot of parts. It's tough on us, but we think superior quality is worth the extra attention to detail. That's one of the reasons why AMT builds better model car kits (and more of them) than anyone else in the world. Like Chevrolet's fantastic new ASTRO I; the fabulous '33 Willys; the original Meyers/Manx; and the 1968 Cougar, Mustang, and Torino.



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THINGIE MAN

I'd like to see more articles by "Thingie Man" Floyd Manly. I realize he only writes for your sister mag, MODEL CAR & TRACK, but couldn't you get him to do one for good ol' MC&S? I can only afford one mag each month, and the one I choose is MC&S. How about it?

Fred Rickles
Brooklyn, N.Y.

You're due for a surprise, Fred. Check our editorial this month. This issue marks the first issue of MC&S that is a combination of MODEL CAR & TRACK, and MODEL CAR & SCIENCE. We have merged the two magazines for greater coverage. Now you'll be getting the best of each magazine, all in one package each month. And you can bet that we wouldn't dream of putting out a magazine without good old "Thingie Man" Floyd!

HO TRACK CONSTRUCTION

I'd like to see more articles on HO, particularly on HO track construction. I realize you have run several in the past, but let's face it, most guys just look and never get the chance to actually build it. That's why most of us confirmed HO "nuts" like to see one about every month!

Ted Bixman
Amarillo, Tex.

It's difficult to run a track building article each month, Ted, as most of them are built by our regular contributors. Let's face it, they'd have HO tracks setting everywhere they looked if they built one per month! How about some of you readers out there sending in articles on your tracks? As long as there are a lot of you fellows who just like to look, we'll revive our "Track Of The Month" feature that we used to run, back in the early days of the sport. Just send in a few photos (black and white, no color please) of your track, plus a short description, and your name and address. If the track warrants two pages, we'll give it two pages, or even more! We'll offer a \$25 Savings Bond to the winner each month. Sorry, we won't be able to return any photos. The size of the photo doesn't make any difference, as long as it's not too dark, and the quality is good (sharp focus, etc.). Well, there you are, start rolling those photos and descriptions in!

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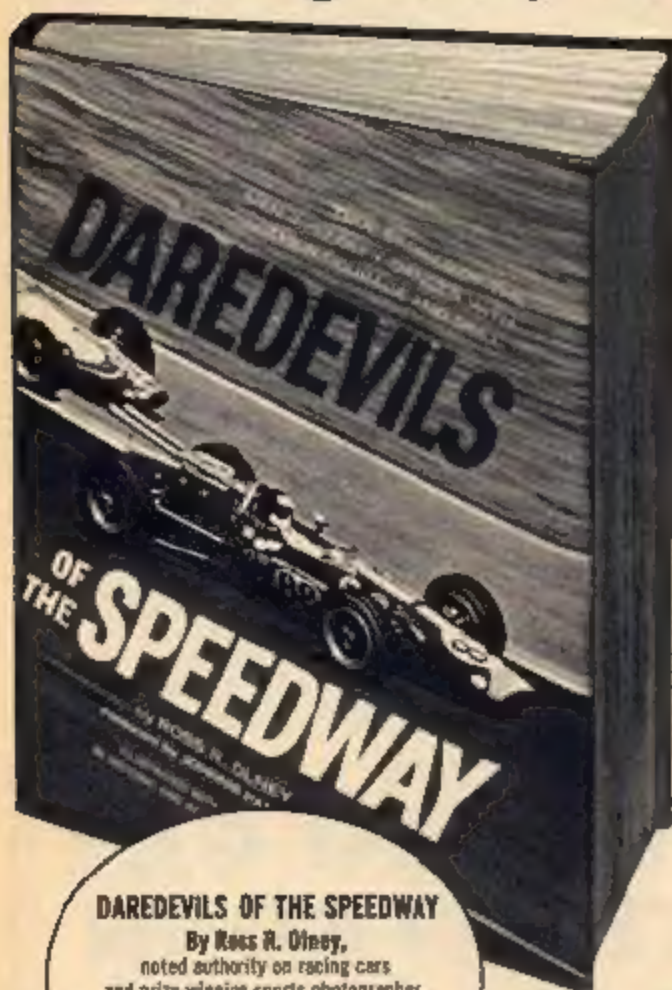
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Of the hundreds who have raced on the speedways during the past half century, Ross Olney has selected eighteen of the most daring and skilled. Some are now remembered only in the legends of the sport or in the records, some are retired, some dead, and some are the champions of today and tomorrow. All come vibrantly alive in these fascinating stories of their lives and daring achievements . . . for Ross Olney writes from an insider's intimate knowledge and understanding of the men, the machines, and the sport.

The Appendix provides the names of first, second and third-place winners, the times, average speed in MPH and names of cars for all races since 1911. Also listed are: total mileage leaders (top ten); total lap leaders (top ten); top twelve leaders in total number of race participations. There is a glossary of flags and signals used.

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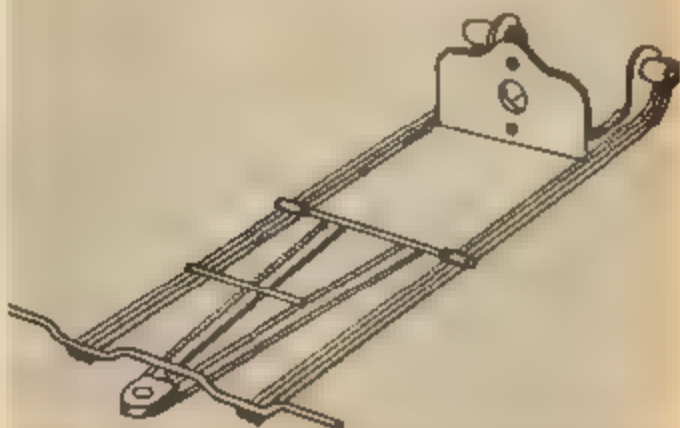
40% STRONGER

A new super-strong Aero Gloss Cement for models is now available from Pactra. The new formula is 40% stronger — and yet still has its easy flowing and penetrating properties. Any modeler disappointed by loose parts and wasted efforts will welcome Pactra's new advance in cement. Pactra's cement sells for 19¢ and 29¢ a tube.

Precision work is a breeze when you're wearing the "Sight Master" glasses. These glasses will help you if you're doing a lot of fine, precision work. They magnify the image you see 2-1/2 times, and can be worn even over regular eyeglasses. Tiny rivets, an a wire, or a minute image is magnified greatly. In 3-D! To resume normal vision, just lift your head a bit — no need to remove the Sight-Master. Offered on a 30-day, money-back guarantee, this \$6.95 aid to better model building is available from Magna Sales Company, Dept. MCS, 1555 West Howard Street, Chicago, Illinois 60626.

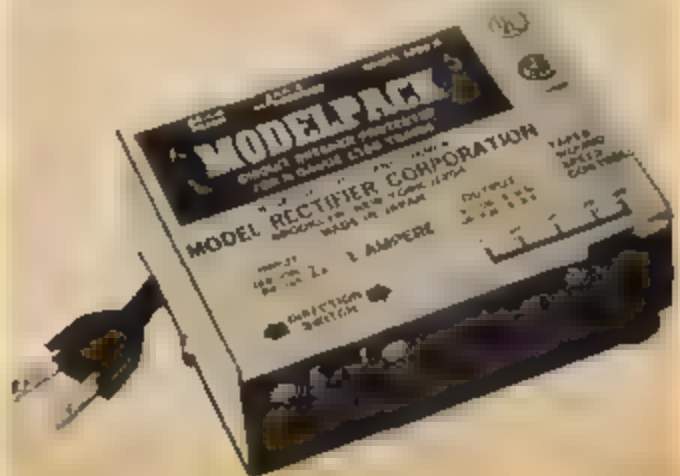


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We hate to "toot" our own horn, but we've run some great articles in these issues! If you're a static builder, or a slot car buff, or both, you'll find timeless stories on track building, car construction, tuning and speed tips, and many, many other exciting features. Just send in your name and address, and \$5.00 for each back issue you want to

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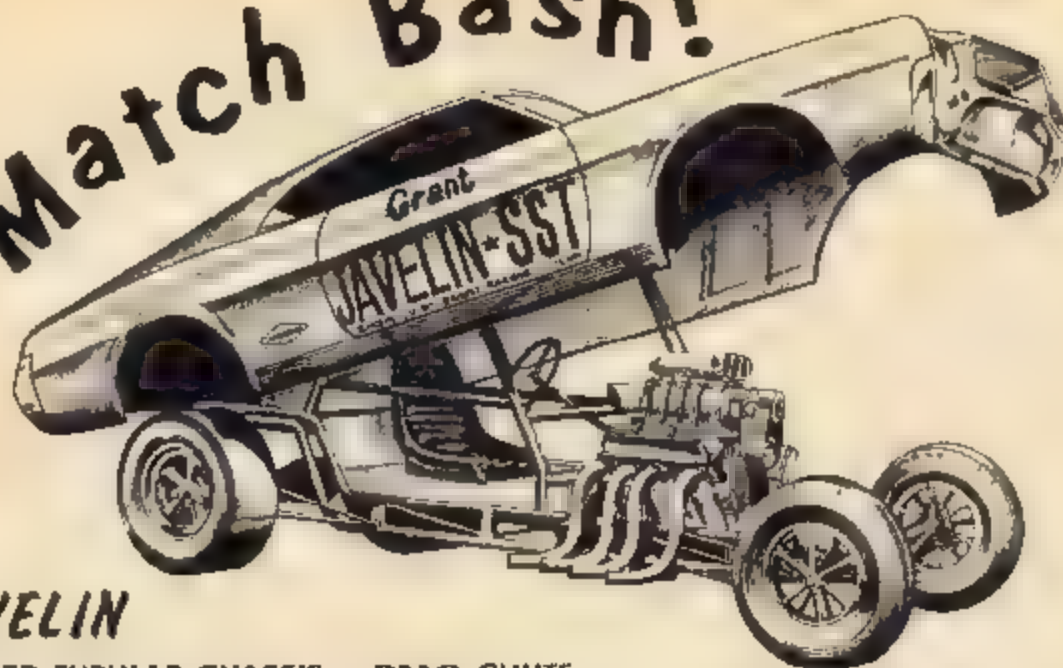
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Match Bash!



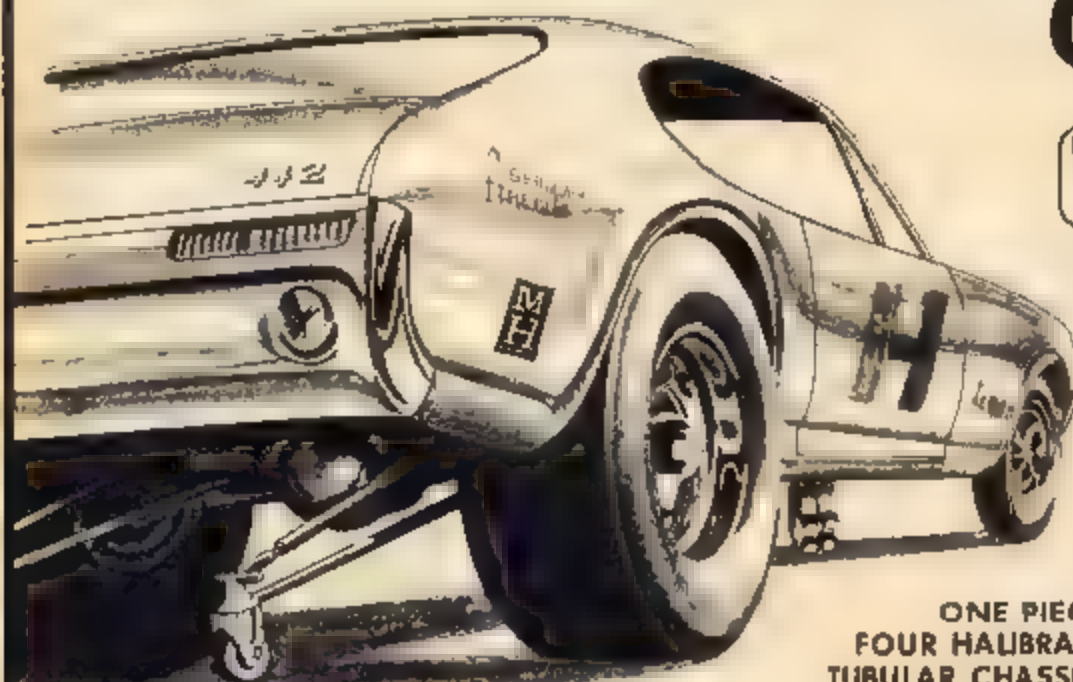
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BY **JO-HAN**

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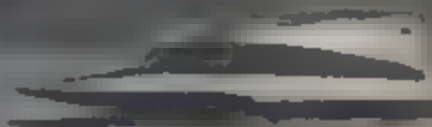
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R/C GOES TO SEA

Our answer to England's Lord Nelson goes down to the sea in ships once more, to show you what model power boat racing is really all about!

By George Siposs

Only a born hobbyist understands the thrill of seeing a model boat perform all sorts of maneuvers under its builder's control. As the small craft yaws and pitches, the bow rises and dips into the waves as the propeller bites into the air occasionally and emits a ferocious sound. This is modeling at its best. This is radio controlled boat modeling as we do it in California.

Model boats have been built for many years, but once their builders put them on the water it was anybody's guess where they would go. Six or eight years ago true proportional radio control for models became a reality and these days just about anyone can put together a skiboat, cabin cruiser or tugboat, equip it with radio control and have hours of fun running it.

Most boats are made of wood, then fiberglassed or varnished to make them waterproof. An all fiberglass boat has a tendency to "drum." The wooden construction seems to absorb most

of the vibration generated by the motor.

The engine can be as small as a .19 model airplane engine (Veco, Super Tiger or K&B) or as large as a Rossi 60 or Olsen&Rice 1.2 cubic inch job which produces over one horsepower. In order to keep the engine cool, modelers in the past had to fabricate complicated water cooling systems. Now, you can purchase a "Koolclamp," a hollow brass clamp which has tubes leading to the bottom of the boat to scoop up and carry water to the engine. It's a pretty nifty solution for a mere \$3.00.

Most radios are exactly the same as those used for model airplanes. The main difference is that boats use only two channels or three at the most. One channel is used to command the movements of a servo (an electric motor-driven gear device in the boat) which, through an arm and clevis pin moves the throttle on the engine. The other channel, through another servo, actuates the rudder in the exact direction

and in proportion to the movements of the control stick on the hand-held transmitter. Some modelers use the third channel to adjust the needle valve in the boat while the engine is running.

The cost of the boat hardware is an item which is completely up to the builder. One can purchase a ten dollar kit or a fifty dollar kit. Advanced modelers prefer to build everything from scratch and thus each part may cost hundreds of hours and dollars to build. According to Steve Muck, World Champion boat builder, the record holder boats are all hand-built from scratch.

There are two distinct classes of boat builders. One, the slow meticulous type, takes two to three years to build a super-detailed boat (usually a cabin cruiser, battleship or submarine) and he prefers to run it by itself at a slow speed executing very intricate maneuvers.

The other group has developed various methods and skills to build boats that GO at a reasonable cost and in relatively short

time. For this group, the ultimate in model boating is racing the boat against the clock or against other boats.

Boat contests are divided into three classifications. The first is a speed race by one boat against the clock on a 1/16 mile straight or 1/4 mile oval course. The records set are kept and recognized by the following organizations: Western Associated Modelers located at 228 Clup Ave., Hayward, California (945-44) and International Model Power Boat Association, 3638 S. 61st Court, Cicero, Illinois, 60650.

The second type of contest is a sort of slalom race, against the clock, where the boats have to negotiate an obstacle course. The pilot and his boat have to proceed with caution to avoid knocking down obstacles and markers. The combined time-penalty point score counts.

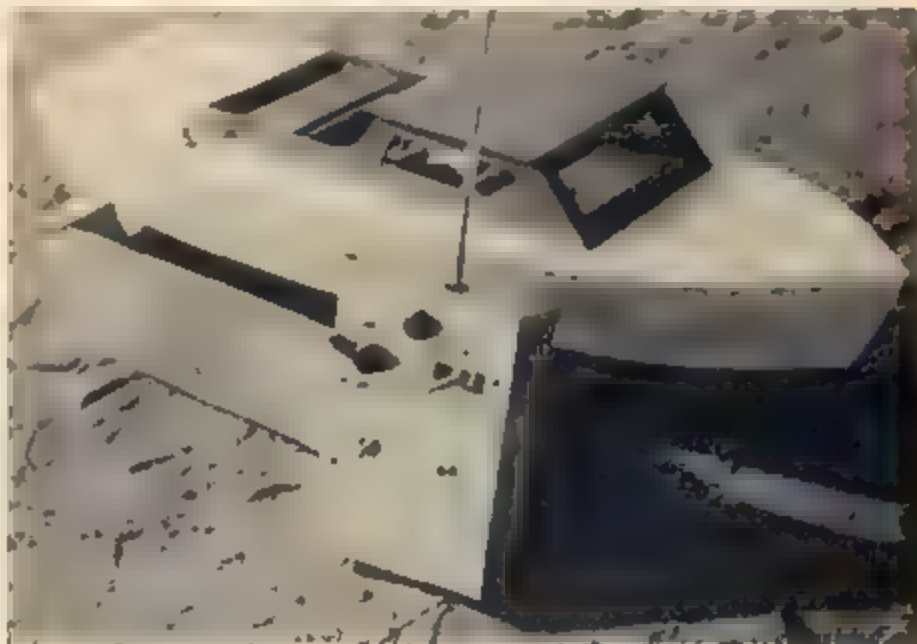
The third type of contest is the most exciting to watch. In this race several boats race against each other just like the full size hydroplanes. Boats are classified by engine size, and hulls. This the most crowd pleasing event on the model boat racing calendar.

The average boat ranges in size from 28 inches to 34 inches and weighs six to eight pounds. The larger and faster hydroplanes are up to 42 inches long and may weigh as much as 14 pounds.

Where do you start in this hobby? First, try to attend a meet or race, usually held on weekends on small lakes and ponds. Talk to the builders who will be more than happy to explain the intricacies of their crafts. Next, write to the many manufacturers and dealers for literature on their products. Then, start saving your money. Even if your money comes hard, make sure you purchase the best radio set you can, because your boat and engine are only as good as the radio unit that guides them. Losing control of your boat means a box full of kindling wood when the boat crashes, and you will wish that you had purchased a better ra-

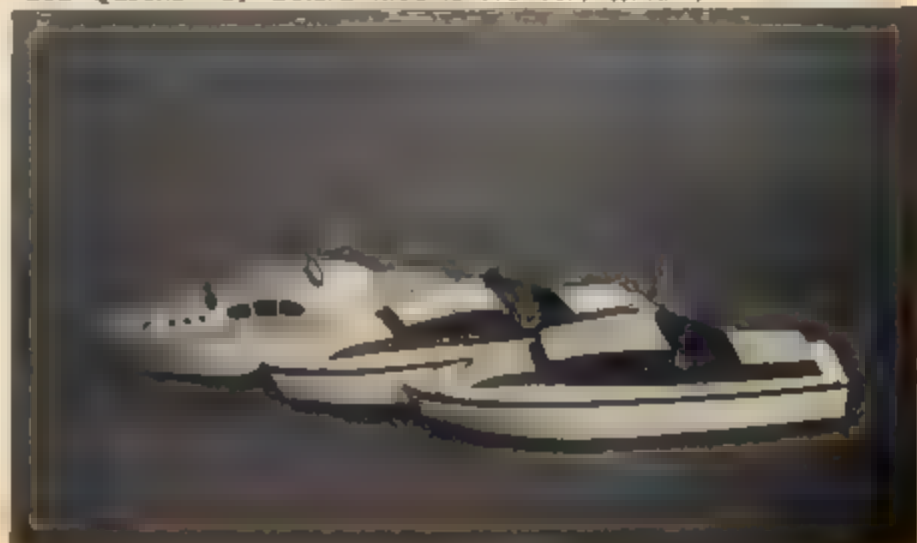


Some model boats have been clocked at over 40 m.p.h. speed. This Norco kit is ideal for beginners, yet holds world speed record at 18 m.p.h.



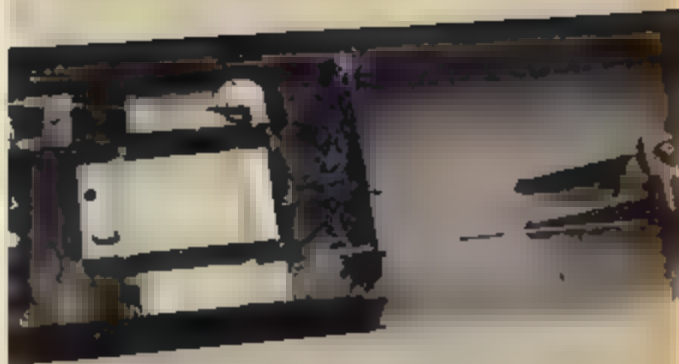
The Norco boat kit sells for \$19.95. The radio costs \$195.00, engine about \$15.

"Sea Queens" by Octura Models are very good sportsman boats.



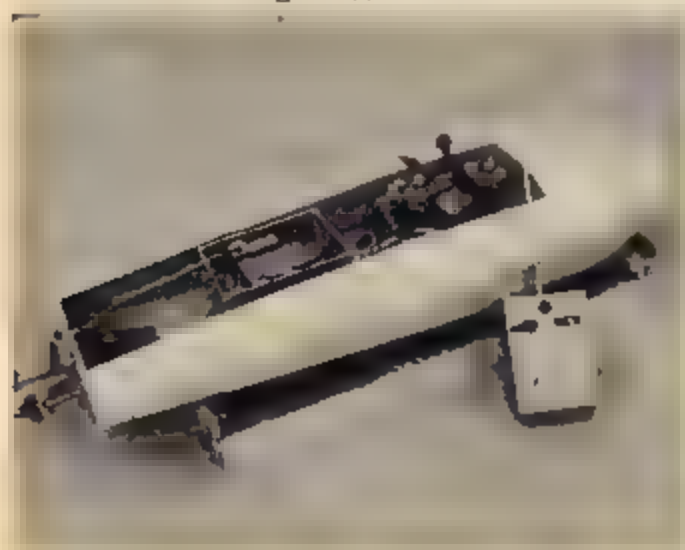


This is a typical hydroplane "office". Gas tank is on left, next to the O&R engine, drive shaft, radio receiver and servos, steering gear and propeller.

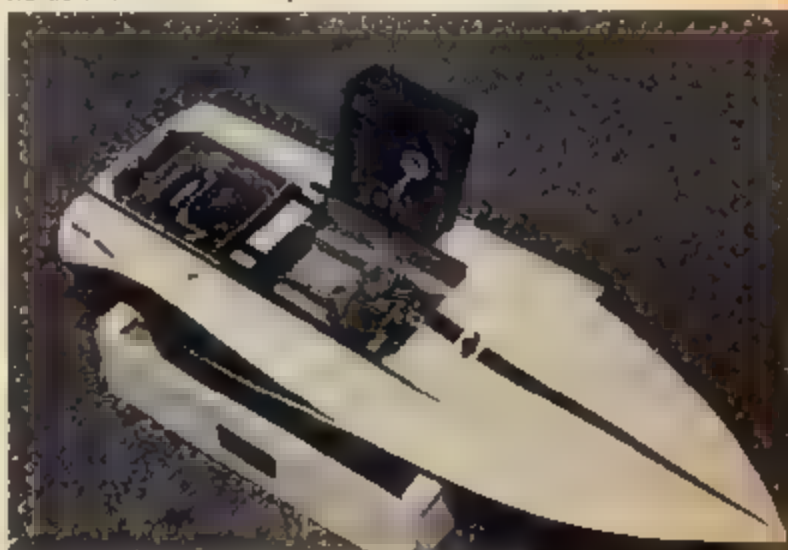


The receiver is in the middle; servos operate controls. Entire radio unit is in watertight box amidships.

This hydroplane weighs about 12 pounds. Radio transmitter is in foreground.



Dumas sk boat equipped with Orbit radio. This boat holds record at 31 m.p.h.



dio. Besides, the first investment as far as the radio goes; you can transfer it from boat to boat and you will use it for years.

Model boating is an exciting sport/hobby, one that will last a lifetime and give you tremendous satisfaction and pleasure.

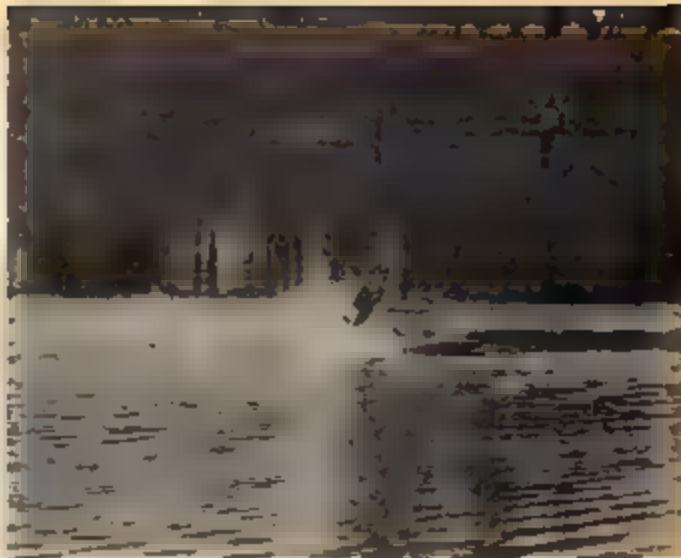
PRINCIPAL SUPPLIERS OF MODEL BOAT ACCESSORIES.

Dumas Boats, Dept. MCS, P. O. Box 6312, Tucson, Ariz. 85716
 Stinger Mfg. Co., Dept. MCS, 637 E. Mission Lane, Phoenix, Ariz. 85020
 Octuro Models, Dept. MCS 8148 Milwaukee Ave., Miles, Ill. 60648
 G.E.M. Models, Dept. MCS, P. O. Box 342, Broadview, Ill. 60153
 Steve Mack's Model Boat Supplies, Dept. MCS, P. O. Box 68041, Los Angeles, Calif. 90066
 Norco Marine Craft, Dept. MCS, P. O. Box 2129, Van Nuys, Calif. 91404

*Orbit Electronics, Dept. MCS, 11601 Anabel Ave., Garden Grove, Calif.
 *Kraft Systems Inc., Dept. MCS, 2466 Seaman Ave., S. E. Monte, Calif.
 Enya Engines, MRC., Dept. MCS, 5300 21st Ave., Brooklyn, N. Y. 11204
 Polk's Hobbies, Dept. MCS, 314 Fifth Ave., New York N. Y.
 *Transcom Inc., Dept. MCS, 870 Production Place, Newport Beach, Calif.
 *Radio gear only.



"Just before the battle, mother." Three hydros poised before a race



The tremendous speed flips one of the boats on Legg Lake in El Monte, Calif



A model speedboat race is most exciting to watch at the turns.

This fantastic cabin cruiser took over two years to complete. Representative of exacting work done by some hobbyists, this dreamboat is understandably the pride of its owner.



RESTYLING THE '40 FORD HAULERS



By Harry Bradley

Our star MC&S stylist shows you how to do some imaginative revamping on this famous Ford

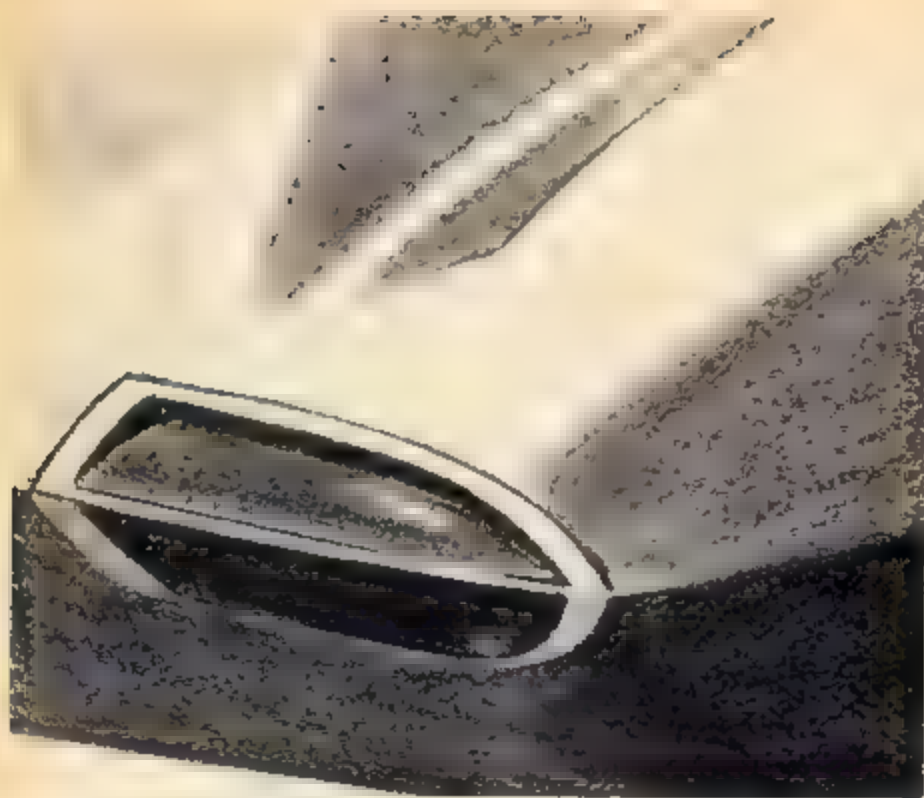
Basic changes include chopping and sectioning. The grill and canted headlights are simple but distinctive.



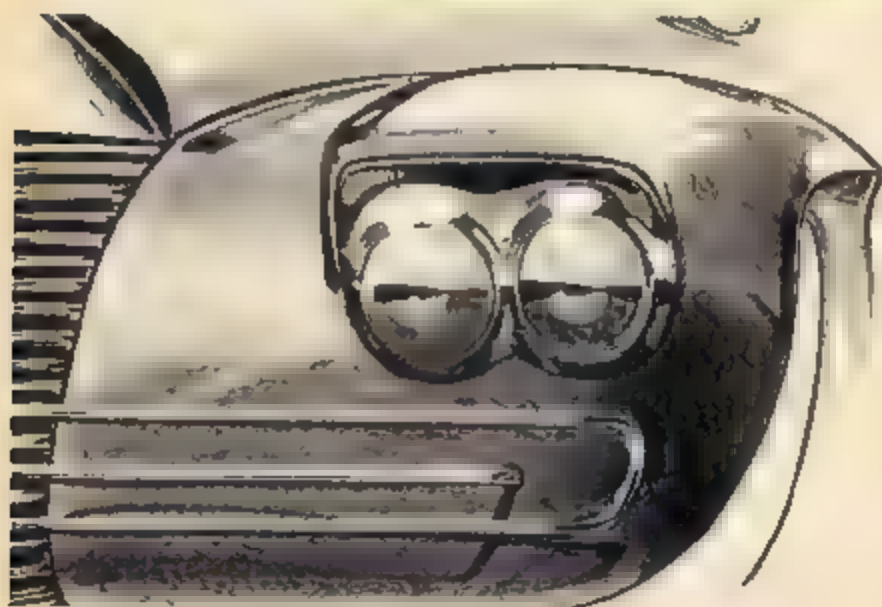
Same design without scallops. Note how rear of bed is paneled for a smooth look. This blends into tapered fenders.



Using the same theme of chopping and sectioning the details are different to create another effect.



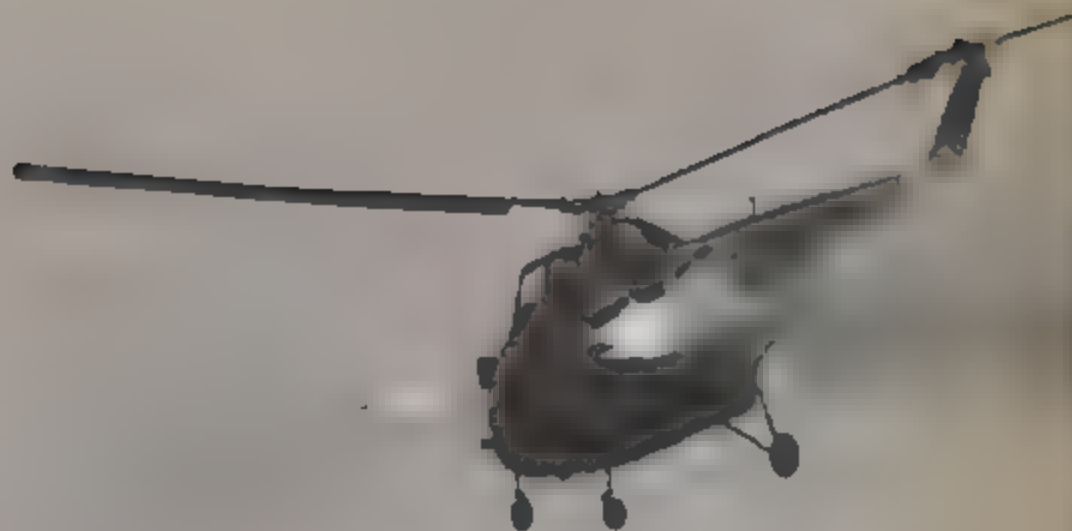
This detail shows tail lights (67 Olde-Amt kit) and rear fender transition. Vinyl roof and tarp achieved from wrinkle-finish paint.



Headlights (68 Chev-MPC kit) and grille-nerf bar (18 gauge wire painted silver) stress horizontal theme.



Pickup box is nearly stock. Big changes are the sculptured fenders built from body putty.



TERRIBLE TRIO

By George Siposs

Detailing Monogram's Viet Nam Marauders

Three new items that should make any red blooded American's heart beat a little faster were recently released by Monogram. Two Army helicopters and a Viet Nam Command Junk are now available for hobbyists to assemble and display. Let us discuss each item in detail.

The Bell UH-1B Iroquois jet engine-driven helicopter was originally designed to serve as an aerial ambulance. It is well known that many lives can be saved if the wounded soldier can be taken to the hospital without delay. A helicopter is simply indispensable for getting into and out of tight battlefield situations. They can take ammunition to the fighting units and pick up the wounded for quick transport to the field hospital. Many a soldier owes his life to the daring and skill of the chopper pilot. Loaded with wounded soldiers, the 'copter can also serve as artillery spotter.

The enemy does not always honor the red cross painted on the helicopters. Every unit is also equipped with small arms in case it has to return sniper's fire.

The "Huey," as the rescue helicopter of this type is affectionately called by the soldiers, is 40 feet long and about 8-1/2 feet wide. Its top speed is over 120 m.p.h. and, it can hover for short periods. The 1/48 scale replica of Huey is faithfully reproduced by Monogram in every detail.

Huey's "brother" is an armed chopper also built by the Bell Helicopter Company. This model is used for actual combat duty and is equipped with a very sophisticated armament system. There is an outboard mounted machine gun on each side capable of firing 550 rounds per minute fed by flexible chutes which transport the ammunition from the cargo compartment. The helicopter actually serves as a flying gun platform because the machine guns can be aimed by remote control from the pilot's seat. In order to prevent shooting the blades or the fuselage, there are limit switches on the barrels to limit the arc of firing through 92 degrees in a horizontal plane and 75 degrees in the vertical plane. The basic duty of this hot bird is



Monogram's Huey Chopper is a faithful replica of the Vietnam war hero. Kit #PA-152 Huey's brother is the armed chopper. In authentic 1/48 scale. Kit #PA-151. Two for the air and here is one for the water. The Command Junk is another "hit kit" by Monogram. #PB-181



troop transport, convoy control and artillery fire control.

The backbone of the Vietnamese Coastal surveillance team is a hybrid boat designed by a U.S.-Vietnam team of naval experts. They needed a water craft ca-

pable of navigating the rivers and off the-coast ocean beaches. The junks carry sail as well as engines for motive power.

Each junk division is comprised of 20 junks under one commander. They seldom operate

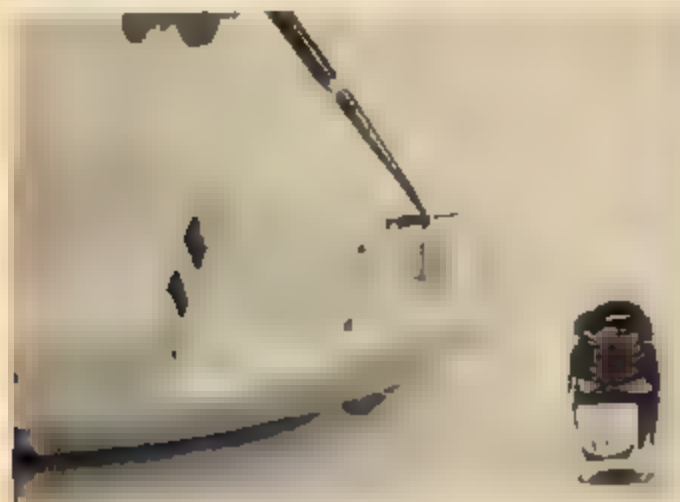
more than three miles from shore. The junk divisions patrol the waters and safeguard the civilians from Cong attacks. Their armament consist of .30 cal. machine guns, Thompson submachine guns, hand grenades, flares,



Make sure parts fit well together before you put cement on them.



Tweezers come in handy for those small precision parts that Monogram is famous for.



Use flat black paint for the armament. The brush should be a #00 or #000.



The "sails" are molded (actually vacuum-formed) and have to be trimmed.

There are locating tabs on each mast to support the sails while they are drying.



A light coat of Testor's Dulcoat takes the sheen off the plastic parts and makes them look very real.



2-1 1/2 foot knives and other hand to hand combat weapons. In radio contact with the Air Force, the junks can reach otherwise inaccessible areas in a hurry.

With a little bit of ingenuity and a piece of lead fastened on

the inside of the hull bottom, the boat can be made into a working model provided of course that you add a rudder and make the sails out of light silk. Monogram provides a base for the junk in case you are satisfied with assembling

a super detailed display model.

War may have its Pearl Harbors but it also has its Iwo Jima. What more fitting way is there to remember our nation's present heroes than by assembling models of their favorite weapons.



And here it is, in full fighting trim: sails set, crew on the deck, ready for show or go.



Now, to complete the picture let us assemble the copters. Proceed slowly.



The remote control machine guns do more than just decorate the copter. Paint them with flat black and chrome paint.

A very realistic scene can be set up with a little bit of ingenuity, plaster of paris, fiberglass, paint and water.



Tied to the river dock the junk unloads wounded passengers. Helicopter will transfer them to the hospital.

The junk on the right has folded its sails and gets ready for a night patrol.



The Ford F-100 pickup was one of the most beautiful trucks ever built. Here's how to "go the custom route" and make it still more beautiful!

The '53-'56 Ford F-100 pickup must be one of the most beautiful trucks ever designed. While this is a customized '53 by AMT, Revell's '56 could be used instead, and your finished pickup would have opening doors.

In the many model contests that I have seen (and judged), the most neglected class has always been the "full custom" class. Perhaps the best reason for this is that most builders fear the work involved in making a full custom. This pickup is not difficult to build, but the steps should be studied carefully be-

fore the work is started. For instance, the whole front fenders are not cut off. The lower part of the rear is left attached to the body. This allows the fender/hood section to swing freely.

Minor details were taken from the following kits:

- Wheels and tires from IMC's Volkswagen.
- Chrome exhaust pipes from Revell's '56 Ford pickup.
- License plate from "Auto World."
- Grilles of expanded metal from a crafts store.
- Headlights from Revell's '31

Ford "Woody."

- Chrome runners in the bed from "Auto World" chrome tape.
- Motorcycles from Revell's "Custom car parts."

They were used because it is rumored that Revell is again going to produce them. The Harley-Davidson was built as per instructions in the kit, but the Honda was modified into a drag bike. Fenders were left off and a drag-type fuel tank was made from a section of chrome tree. The handle bar was mounted low on the front forks and a seat

PAETH'S PICKUP

By Bob Paeth



made from a carburetor air cleaner. The megaphone exhaust system is simply the stock mufflers, cut off. Both motorcycles were trimmed in gold paint for

that custom show look.

If you build your pickup to fit these bikes, be sure to make the bed long enough to take the Harley. If the Harley fits, the Honda

will fit also.

So there you have it. A full custom pickup with two custom motorcycles. It should be a winner in any show!



1 The front end of AMT's Fireball '500" is cut off as shown. A razor saw works best.



2 The front end must be notched as indicated so that it will fit inside the fenders.



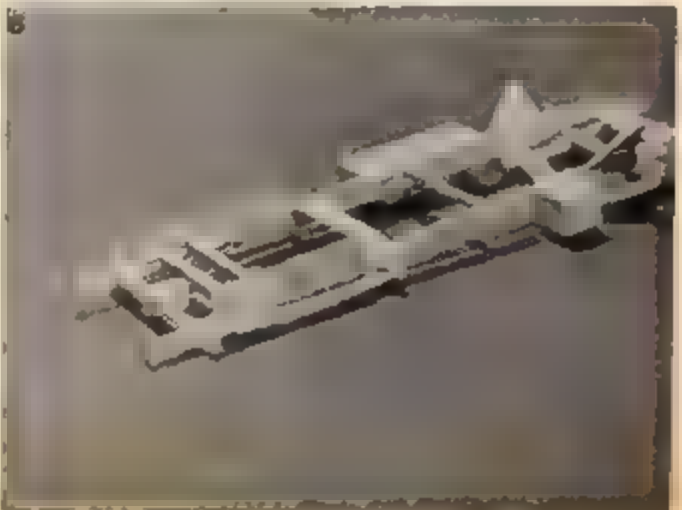
3 The front fenders are then cut from the body and the leading edges sanded back.

The front section is now cemented into place. The bottom rear part of the fender remains on the body.



4 Both fenders are cemented to the hood. The fender seams are then filled and sanded smooth.

The rear portion of the frame is "C'd" for axle clearance on top of the spring.





To lower the front end, all that's necessary is to locate the axle on top of the spring.



Two notches are cut so the body will fit over the frame — the first step in channeling.



Try the body on the frame for fit. Bottom edge of body should just touch the running boards.

Place the body on the frame again, for trial fit. A little trimming to fit "V" on frame is needed.



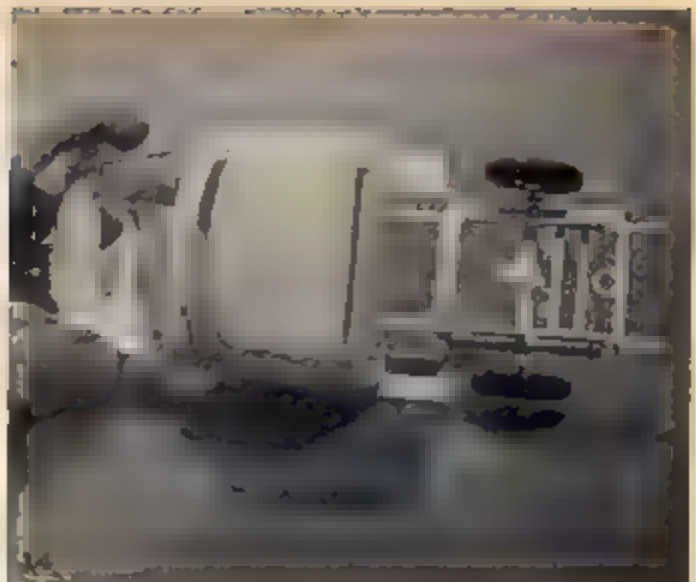
The inner fender wells need a section cut out to allow the body to rest evenly on frame.

To hinge the fender/hood section is done by boring a hole the diameter of a piece of plastic "free".





Insert two round pieces of wood thru the holes from the inside and cement to the fenders



Revell's '56 pickup fenders were used because they are wider. Running boards must be trimmed for fit.



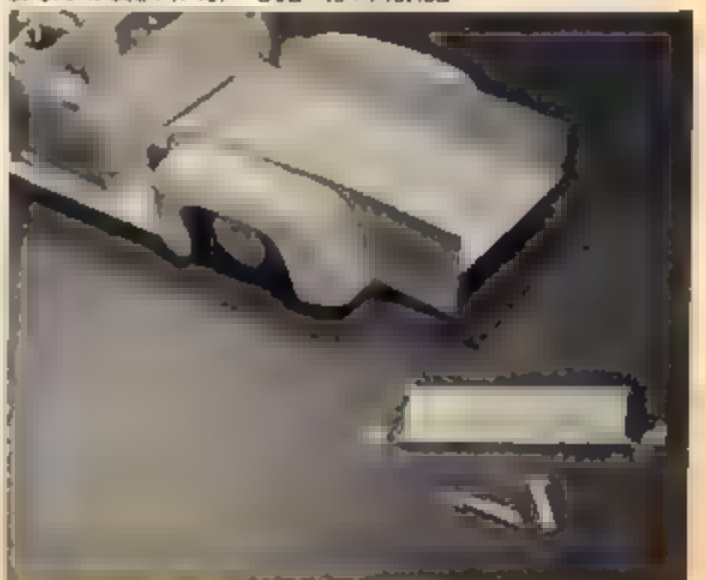
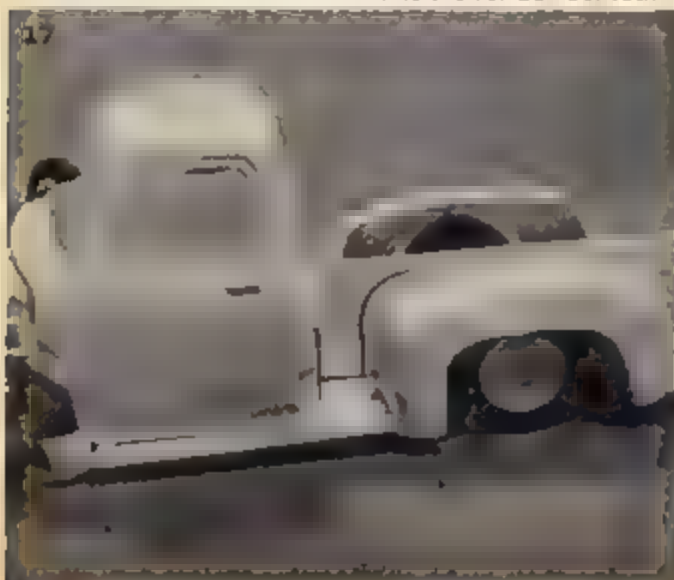
Cement the fenders to the running boards. They will be weak until the sides and bottom are in.

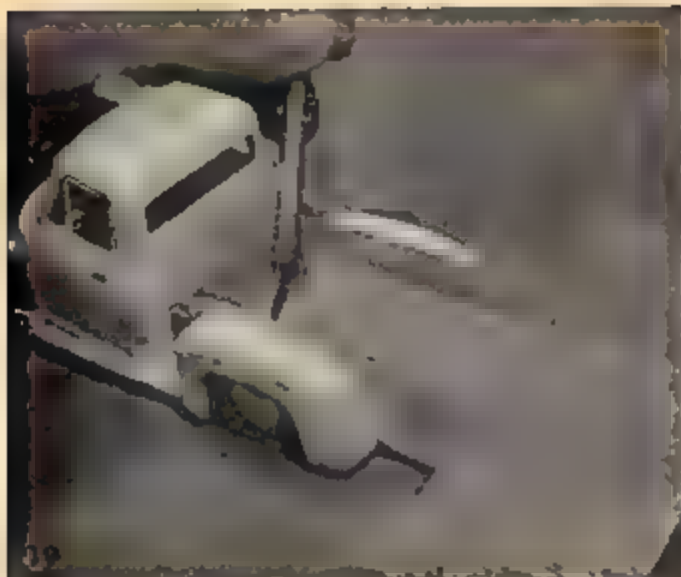


A sheet of styrene plastic is cut to fit in between the fenders and is cemented to them.

The sides are also sheet styrene, cemented to the fenders and floor then trimmed to the fender contour.

The stock tailgate is used but the hinges are cut short installed when bed is finished.





The wood wrapper from four .50 cigars is needed for the floor and the inside/outside of the sides.



An "I" beam was made from sheet styrene to provide a way to load the bikes in the bed



The license plate is supported on a chrome rod from a crossmember. Exhaust is stock except from mufflers to the side.



With or without the bikes aboard, our pickup is a groovy '61' machine! It's easy to build and a delight to own! Now that you know how, get on with it!





LEAR JET!

MC&S gets its own personal corporation jet!

What the country needs is not a good five cent cigar, but a good \$2.00 Lear Jet! And that my friends, is just what the country got! IMC, maker of those groovy static models like the Ford Mk II, Lotus-Ford, and many others, has dreamed up a 1/48 scale model of the famous Lear Corporation Jet, and it is, to say the least, a thing of beauty forever!

The real Lear jet was born in Wichita, Kansas, one of the nerve centers of the American aviation industry. The most advanced ideas in aerodynamics, electronics, hydraulics, and instrumentation systems were combined to produce this startling aircraft.

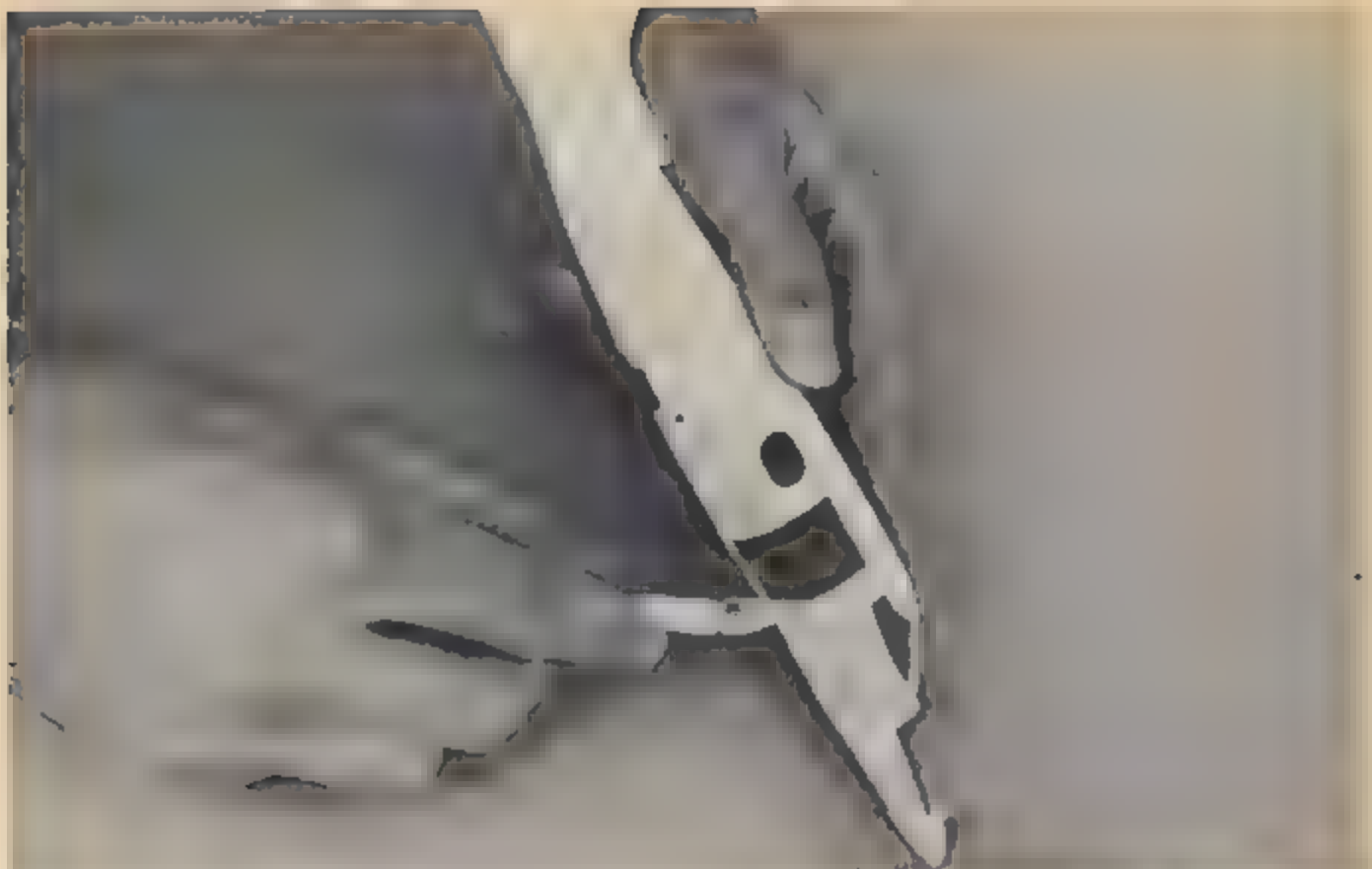
The Lear Jet matches speeds with the fastest jetliners, has an intercontinental range, and yet lands on the shortest hard surface runways.

The standard Lear Jet aircraft holds 22 international records, including an around-the-world flight. Its top value as business transportation is demonstrated by its overwhelming acceptance by the world's largest corporations. It is owned by such dignitaries as Frank Sinatra and Speedy Gonzales. Need we say more?

The IMC model is perfect, right down to the most nit-picking detail. While not exactly a kit for beginners, the IMC

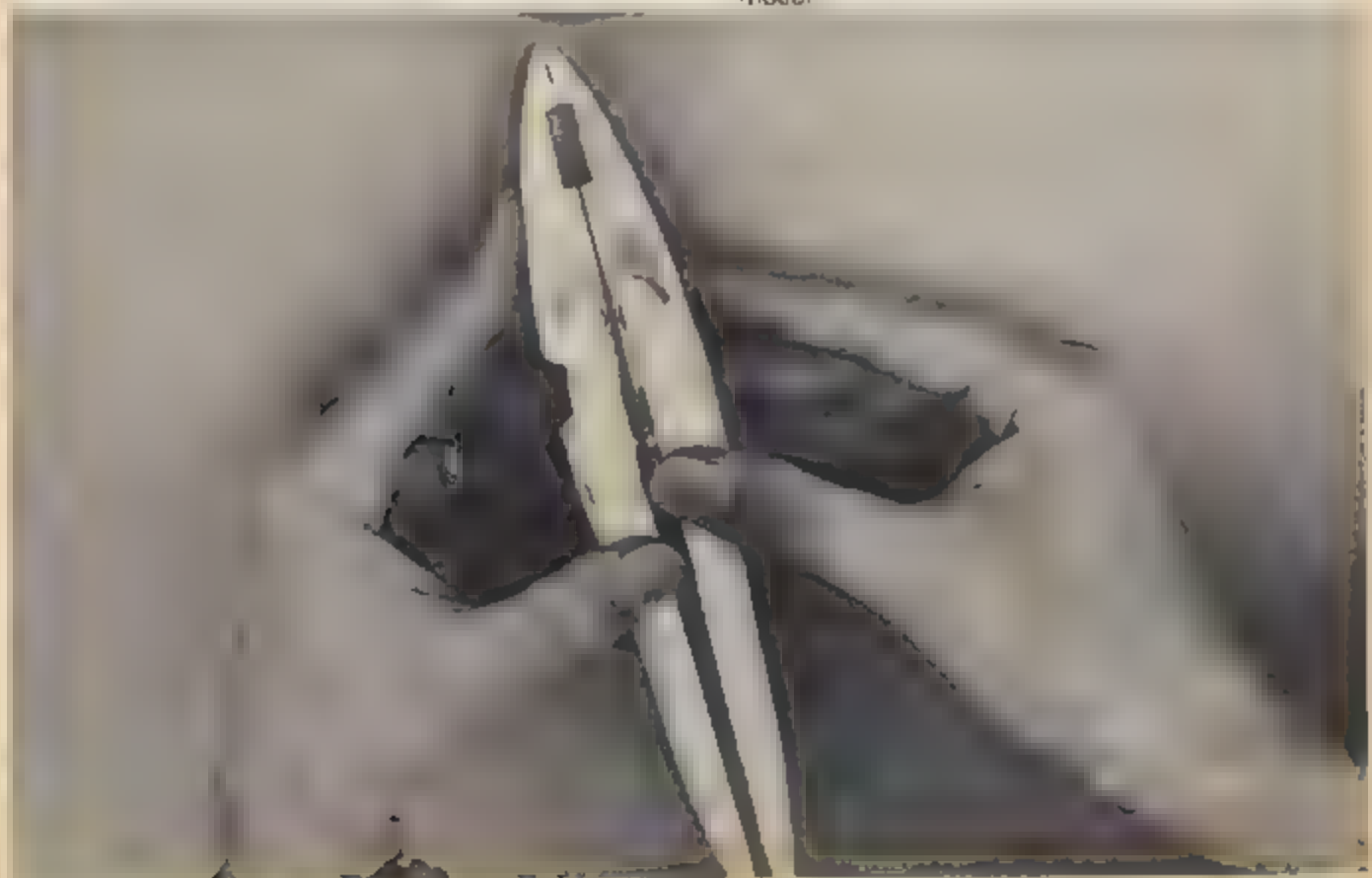
model can be put together by anybody with a bit of patience and pride. The bits go together perfectly, thanks to really great mouldings. The interior doors open to reveal an "all gone" interior, and the inspection panels over the instrument package and engines are removable. The rudder and ailerons operate too, and those tires are realistic vinyl.

You can tailor the Lear Jet to suit your own corporation, real or fictitious, as we have done. You'll have just as much fun as we did! It's an outstanding value and one of the finest shelf models imaginable. If this one isn't a conversation starter and a show stopper, we'll eat Speedy Gonzales' sombrero! January / 29



The near-perfect plastic mouldings should be prepared for assembly by removing every bit of excess "flashing" from the edges of each piece. Use a very sharp X-Acto blade.

Fit the pieces together without glue for a "dry run" before you assemble anything. When you're perfectly satisfied that all parts fit exactly as they should, you can actually begin construction of the model.





The instruction sheet is very complete, so just follow it, step by step. It is easier to paint some of the various sub-assemblies (as outlined in the instruction sheet) before assembly. The finished model is magnificent. The engine

covers are removable to show engine detail, as is the inspection cover over the instrument compartment. We added our own "personalized" lettering with the use of Letraset dry transfer lettering, which we bought in an art supplies store. Many hobby shops carry these lettering kits too.





Concourse Judge
Ellen Rose

MODEL OF THE MONTH

"The Big Shaker" wins this month's \$25 Savings Bond for its owner, Rickey Davos, Route 3, P.O. Box 486, Ft. Worth, Texas 76134. This impressive 'Vette has a working dip stick. The slicks are from the Eliminator II. The interior is red and black and the shoulder harness was made from black Bondex tape. Rickey put twenty-nine coats of metal flake sapphire blue on "The Big Shaker". If you want to test your patience, why not try Rickey's method? The results are certainly worth it! Congratulations, Rickey. Our Savings Bond is on the way.





Watch out men! Barbara Johnson from Cranberry, Pennsylvania has done it again! This time it's with her 1967 Barracuda Funny Car. And it's a beauty! Barbara spent seventy-five hours in building it — thirty-five hours alone in just painting the Barracuda! The effort certainly paid off, don't you agree? All

the safety features have been incorporated into the car — seat belts, tinted windshields, roll bars and fire extinguisher, just to mention a few. Hood scoop, windshield, parachute, rear mag wheels and racing slicks were taken from MPC's GTO. Barbara, we certainly think this is a car to be proud of.

Duane Roberts of Erie, Pennsylvania, really psyched us out with his model of the "Psycho" Mustang. The body was built from the AMT Funny Car and the frame from a Fiat tube. The dragster torsion

bar front end was constructed from the Revell Double Car kit. To complete it, Duane painted it bright competition yellow.





James E. Mudd, Jr., of Greenfield, Massachusetts has shown us some models of cars that are typical of those run in the modified and sportsman classes in the Northeast. The cars are slot racers with AMT 1937 Chevy stovebolt bodies and Cox frames with

Classic motors. The rig was constructed from an AMT 1967 Chevrolet Fleetwood pickup and painted bright yellow. The truck is equipped with all necessary racing equipment.

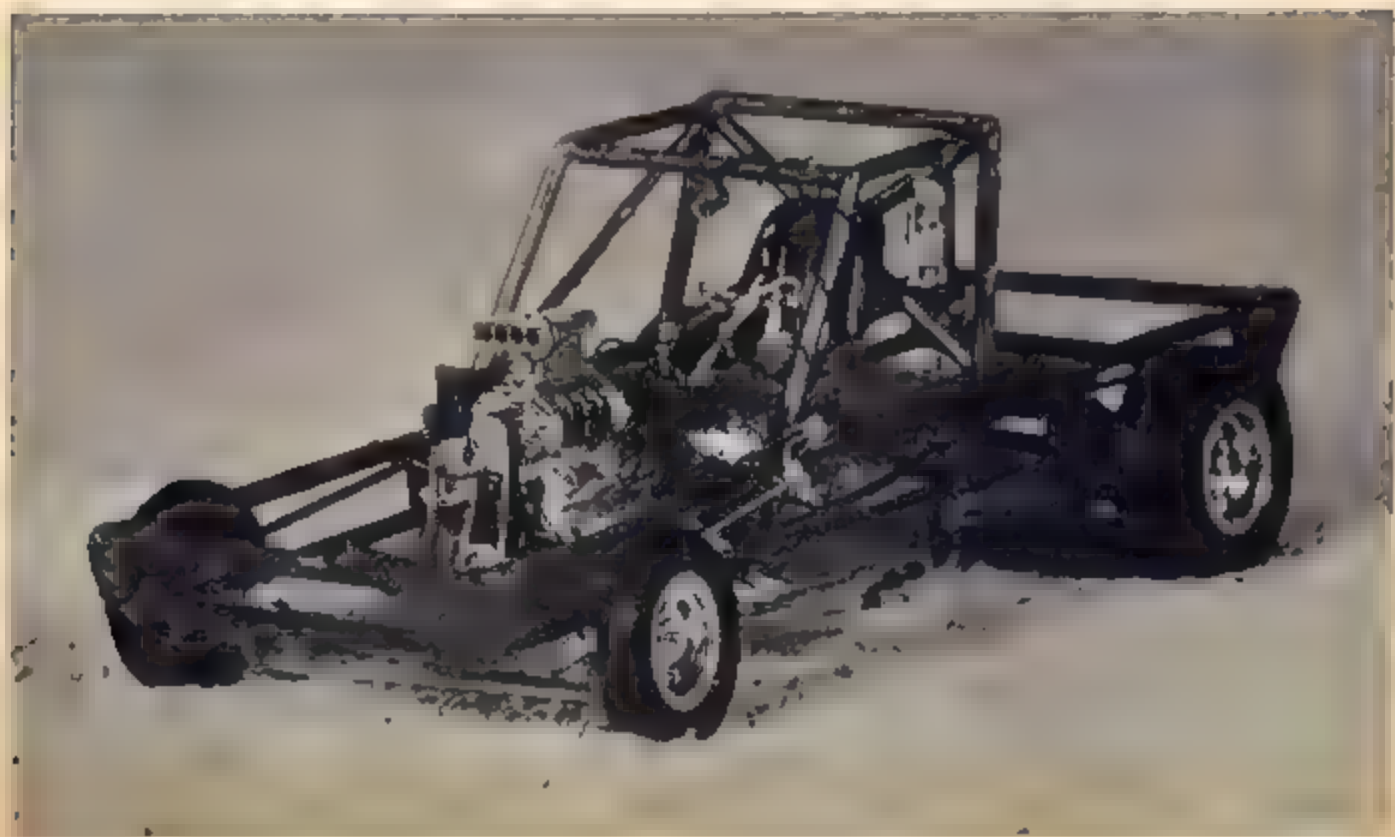
George Kulick of Three Rivers, California certainly used his imagination in building this Monogram model "A" roadster pickup. The frame is from AMT's "Double Dragster" kit, while the large Buick

engine was built from the Uncertain "T" kit. The wired engine, water hoses, battery cables and fuel lines are results of George's ingenuity and his spare parts box.





This groovy sapphire blue Cougar belongs to Durwood Wright of Greeneville, Tennessee. Durwood carefully tinted the windows candy sapphire blue. Under the body of the Cougar is a red frame, scratch built from plastic rods. The engine, a fully blown Chevy 327, is equipped with spark plug wires and fuel lines.





Wally Higby of Golden Valley, Minnesota sent us this Firebird. The "Road Runner" is powered by a supercharged 421 Pontiac engine. The body of the car is painted candy root beer over a silver under-

coat. Wally equipped his "Road Runner" with exhaust pipes off a funny VW and a differential from a 1965 Gaxo. The tires and mags come from AMT's Piranha.





From British Columbia, Canada comes this Le Mans racing car. The owner, R. L. Armbruster, scratch built this handsome entry except for the Cox 1/32 American mags, Champion 507 motor, the Corben guide and 33 tooth Cox crown gear. The instrument panel consists of photographs of instruments set behind plastic covers inside polished aluminum rings. The chassis is brass pan along with motor and rear carrier.



The countdown droned loud and clear over the loudspeaker: "5—4—3—2—1—GO" and the powerful rocket engine ignited.

The finned space vehicle left the launching pad, spewing fire and smoke. In a few seconds even trained eyes could not see it as it disappeared high above us. A sudden puff of smoke and then, "The second stage just ignited." A few exciting moments later two red and white checkered parachutes gently lowered the spent shell of the rocket to the ground.

Cape Kennedy? Somewhere in Siberia? Neither. This happened during a recent meet of a local group of grade and high school students in Southern California's Orange County.

We visited the Model Rocket Society's monthly meeting and an impressive sight it was. In the middle of an abandoned airfield a number of slender upright metal rods leaned against sawhorses. Model rockets, provided with metal eyelet guides, were threaded onto the rods and their rocket engines were connected via two alligator clips to the electrical firing circuit. At the other end of the circuit, a complicated looking switch was pressed by a model rockateer. As the electricity ignited the rocket engine, it fired up and left the launching pad with a loud hiss. In a second or two this rocket also disappeared from sight only to reappear later suspended under its parachute.

The scene was repeated again and again until all the rockets on the pad were launched. The Safety Officer then stepped over to the next saw horse and allowed the next group of youngsters, ranging in age from 9 to 17, to attach their rockets. And so it went all morning. Between landing and takeoffs, the rockets were reloaded, checked and re-launched. There were some misfirings caused by faulty connections, or weak batteries, but never an accident, thanks to the rigid regulations.

Made from laminated paper and balsa, painted to realistic appearance, the rockets cost anywhere between a dollar to 10 dollars to build. The rocket engines

CALIFORNIA COUNTDOWN

By George Siposs

**Come along with
"Second Stage Siposs" as
he takes you on a guided
tour of a typical model
rocket club meet.
It's wild!**

cost around 25-35 cents, and are divided into several categories depending on the amount and the duration of thrust. An "A" class rocket produces a force of seven-tenths of a pound for almost a full second. During this time the rocket reaches a height of several hundred feet. After burnout, there is a delay while the rocket still soars upwards, then the ejection charge fires and due to the internal pressure generated inside the rocket tube the nosecone blows off and the parachute (attached to the nosecone) pops out. A rubber band attaches the nosecone to the main rocket body to lessen the opening shock.

After the rockets are connected, all rocketeers return to the safety area behind the electrical switch panel. There is a quick check on the continuity of the electrical circuit (there is a sep-

The meet is "on" and hobbyists get busy readying their tiny rockets.



Before every model rocket meet, the Safety Officer explains the safety rules to members of participating clubs.

arate push button provided for that) and a warning bell is sounded.

The countdown is usually done by the Safety Officer and the whole group chants with him: 5—4—3—2—1 and the owner of the rocket presses the firing button. There is a slight delay and the rocket is *gone* and I mean *right now*.

Strict safety procedures account for the fantastic safety record. Most clubs are formed in boys clubs or high schools where a science teacher guides the group through the various phases of learning rocketry. The "Space Clubs of America" is one of the most dynamic groups while others, such as the "Arevalos" and "West Covina Model Rocket Society" are just as busy. Most of these groups have their own portable launching pads and electrical equipment. Club members build and maintain their own rockets of course.

There are many variations of rocketry, limited only by the builder's ingenuity. Some clubs specialize in launching weather balloons, others prefer to carry hand-launch type gliders aloft. Others again do nothing else but build multi-stage rockets. Whatever their main purpose, they

continued on page 73



The Safety Officer leads the countdown. Here we go: 5...4...3...2...1...and...



GO! As the firing button is pushed, the igniter wire is energized in the rocket and...



It takes off! This model has a powerful Class B rocket engine.



Junior scientists track the rocket to find out how high it flew.

Eager volunteers help to retrieve the space vehicle which landed 500 feet away.



This man is an engineer engaged on a NASA space project. Rocketry is his hobby.



5 4 3 2 1 GO! The safety circuits in this switchboard guarantee safe takeoffs



With a mighty "swoosh" the tiny rocket takes off leaving a vapor trail.



The crowd is pleased with the performance of this rocket. It reached a height of 2,000 feet.

Launching pads are made from sawhorses. Each station is numbered for identification.



The parachute safely opened by secondary charge, the space traveler descends to earth.

What's this? A real live passenger? Yep, an ingenious modeler put a bug in the rocket.

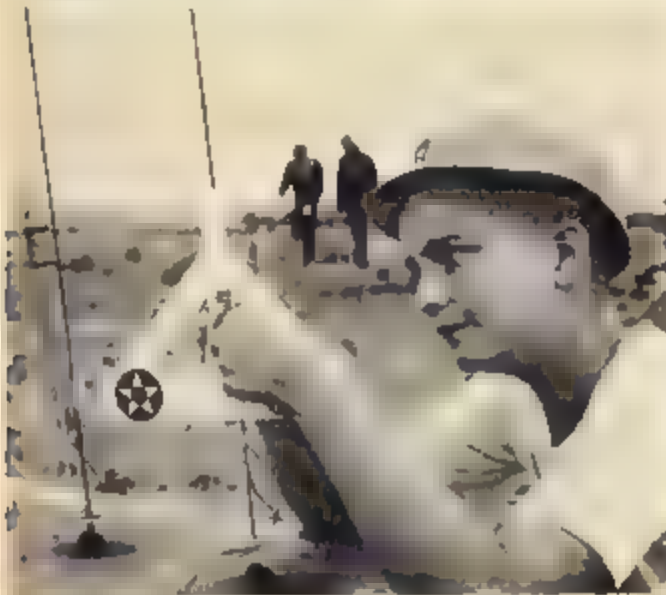




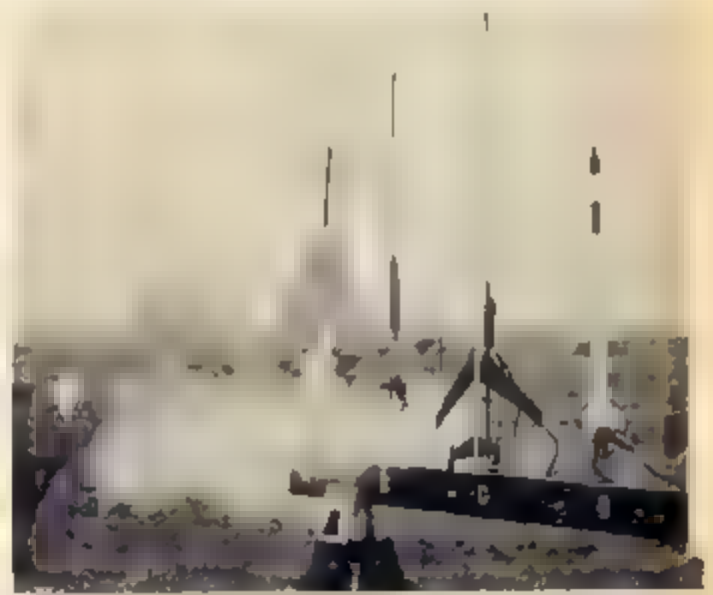
If you prefer rocketeering by yourself, you still need a launching pad maybe like this one.



A huge rocket is on the Snoopy pad. Spectators are at a safe distance.



A junior space engineer follows good safety procedure with his "hard hat."



An exotic two-stage job leaves the pad amidst flame and smoke.

Parachutes are carefully packed so they will open and carry the cargo safely down.



Properly constructed and wired launching pads are a must to maintain a good safety record.

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CAR TREK

In the last issue Captain Jaymz Jirk, commander of the Carship Fenderprise, and his stuffy, intellectual first officer, Juniperian Mr. Schlock were commissioned by the Federation of Modelcar Manufacturers of Earth to explore other star-systems in search for a planet bearing a civilization in which advanced concepts — beyond the 100-year old earth practice of R/C — modelcar racing might have developed. After minor difficulties and some confusion, our heroes departed for outer space and we now find them continuing the quest in distant galaxies.

For the first time in a month, since the Carship Fenderprise had lurched into that vastness called space, the Televu-screen was empty no matter in which direction the Scanners were beamed. I sat motionlessly in my command-chair, watching the blank screen with a mind to match.

The past 30-days had been completely unfruitful.

Dourly pondering our lack of success, I swung around and stared at Mr. Schlock who was diligently passing time by assembling an antique Monogram kit of a 1941 Lincoln Continental Cabriolet, knowing full well he would stubbornly convert it from the 1/24th-scale in which the kit was designed to his favorite 1/32nd-scale. Not only that, it would undoubtedly look more like a Juniperian Dune Buggy by the time the big clown finished.

"We're not doing so hot, Mr. Schlock," I said flatly, secretly

envying him the deft manner in which he was already modifying the Cabriolet's lines by skillfully puttying at top-speed.

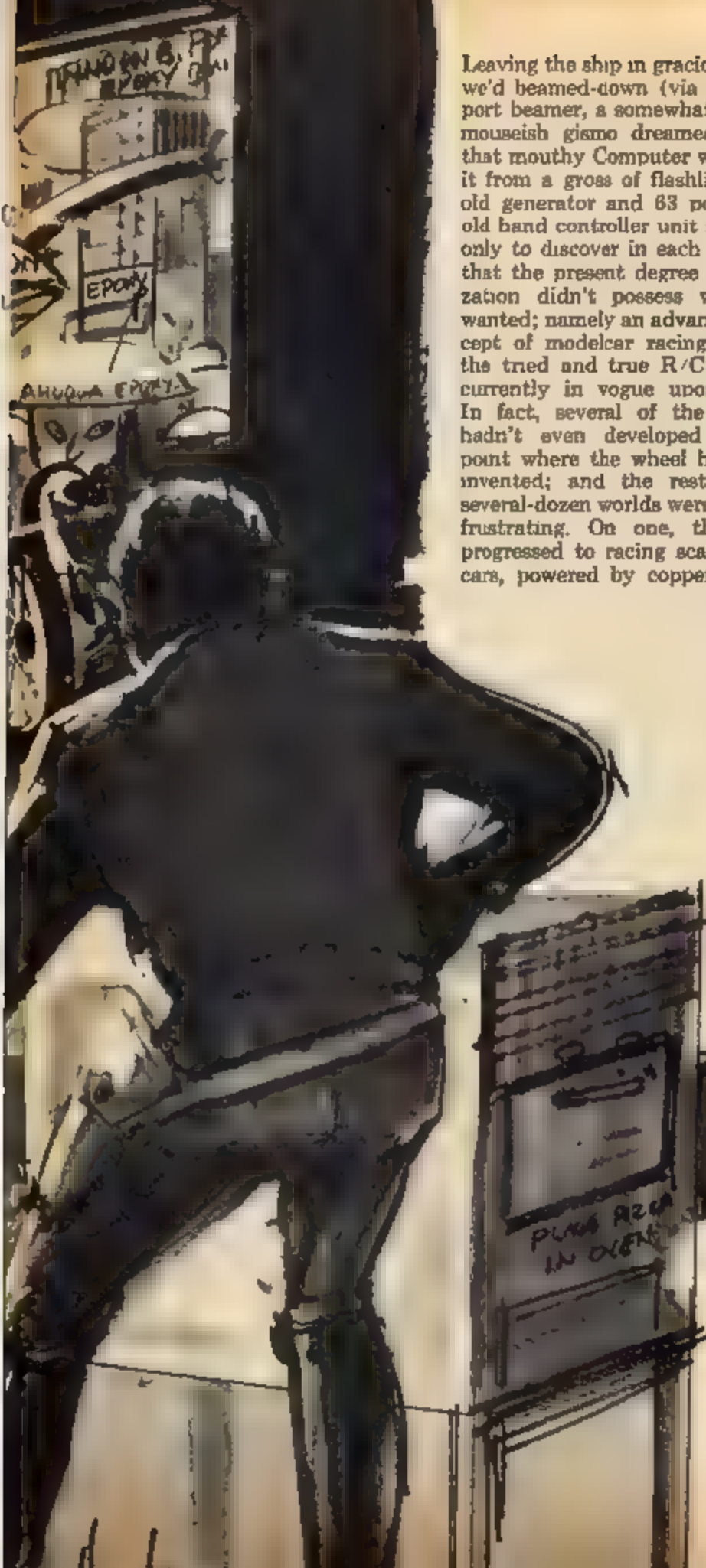
"Oh, I dunno, Captain," Schlock mumbled. "I'm doing pretty good. Built half a hundred antique kits and almost that many scratch-built designs in the last week. No record, of course, but . . ."

"I'm talking about that planet we're supposed to be hunting, you dolt!"

"Oh . . . that."

"Yeah, that! I sighed deeply, recalling the temporary excitement of making landings on the first few planets we'd encountered a few thousand-million light-years beyond Alfa Centauri.





Leaving the ship in gracious orbit, we'd beamed-down (via the tele-port beamer, a somewhat mickey mouseish gismo dreamed up by that mouthy Computer who built it from a gross of flashlights, an old generator and 63 pounds of old hand controller unit innards) only to discover in each instance that the present degree of civilization didn't possess what we wanted; namely an advanced concept of modelcar racing beyond the tried and true R/C method currently in vogue upon earth. In fact, several of the planets hadn't even developed to the point where the wheel had been invented; and the rest of the several-dozen worlds were equally frustrating. On one, they had progressed to racing scale-model cars, powered by copper-springs

which they wound by hand. On another, they used rubber-bands and shouted a lot. On yet another, they had somehow developed slot-tracks but no slotcars, making for a terrific atmosphere of suspense. But we left them to their own development and went our way, less certain that this expedition was likely to be the quicky trip we had assumed it might be.

The last planet we'd hit almost turned out to be the end of the line for us. Populated by a very war-like species of purple things that could run like crazy and fight like crazy and hated the very sight of aliens like us, we were dismayed to see that, here, only a grotesque version of the Exacto knife had been invented, and we departed only inches ahead of a purple horde of people modifiers, intent upon carving us into more acceptable shapes. I shuddered at the memory, and it seemed as though my beloved Carship shuddered along with me.

"Captain, did you feel that shudder?" asked Mr. Schlock, uncertainly

"Sure did. Means my nice old Carship shudders when I shudder. That's rapport!"

"Rapport? Are you certain?"

"What else?"

"It would be fairly logical to assume that when a 100-ton Carship shudders in the vacuum of space there just *might* be something *wrong*, Captain." His Jumperan face gleamed with hope that his logic was right on target.

"Logic-schmologic," I scoffed, flipping a switch and opening the communication-channel to that clod of a computer allegedly responsible for running all the internal systems during a voyage. "This is your Captain speaking, and I would like a report . . ."

"Don't get UPTIGHT!" said the Computer's tinny voice. "JUST LUV THAT GREAT BIG, GROOVY UNIVERSE OUT THERE ALL AROUND US! NOW THAT WE'VE TRIPPED OUT INTO THIS KICKY NOTHINGNESS, LET'S FORGET ABOUT REPORTS AND ALL THAT TIRED, OLD ESTABLISHMENT STUFF!"

"Make sense!" I demanded, turning to Schlock: "It's that in-

same computer! Sounds like it's loaded to its memory-banks!"

"DON'T MAKE SENSE, . . . MAKE LUV! NUTS TO THE LOGIC SHUCK! NONSENSE LIVES! LUV! LUV! LUV! LISTEN TO THE COSMOS SING!"

"Well, here's a problem I could have happily done without," I snarled. "Our big, fatheaded computer has flipped — gone stark, raving space-happy!"

"Short-circuited, undoubtedly," Schlock agreed.

"DRIFTING THROUGH SPACE AS FREE AS A FALL — IT'S THE ONLY WAY TO GO, MAN! WHEEEEEEEEEEE!"

"We're drifting all right," I gurgled, seeing the Course Indicator swinging violently. "That loony conglomeration of electronic parts has let us drift right off course and into Lord only knows where! And us bopping along at a jillion lightyears per second!" I gestured at Schlock. "Don't just sit there looking loftily logical about all this! Get down there to level-one and open that electronic idiot up! Repair it! Correct it! Turn the darn thing off altogether . . ."

"I HEAR YOU LOUD AND CLEAR, JIRK! TURN ME OFF! GREAT PLAN! OKAY, I'M GONNA TURN-OFF, TUNE-IN AND DROP-OUT!"

"Do something!" I implored Schlock.

He left with what resembles a hurry for a Juniperian which is about like a human being taking their own sweet time. And we could hardly afford the time under the circumstances!

Suddenly, a distant planet swam mistily into the Televu-screen. It was a large, greeny colored type planet and it slowly began growing larger as we moved helplessly into its gravitational field and were gradually pulled into an ever decaying orbit around this strange planet.

"Schlock!" I screamed into the inter-com system, "You've got about a tenth of a second to do something good! We're being pulled into an alien planet and we're as good as cindered if this ship reaches that planet's atmosphere!"

"I'm . . . I'm trying to open the seal on the computer but it won't

unlock, Captain!"

"Well, we've had it!" I muttered stoically. "It was a dandy trip and I had a keen time but now it's just a matter of the temperature climbing and climbing and climbing until we scorch into a bright flash across the sky!"

"GET THAT SQUARE AWAY FROM ME, CAPTAIN, AND I'LL SHOW YOU HOW A NONVIOLENT COMPUTER CAN KEEP YOU IN ORBIT!"

The computer's metallic voice was tinged with madness. "IF HE GETS THAT SEAL UNLOCKED, I'M GONNA FREAK OUT . . . BLOW MY EVER-ELECTRONIC MIND AND YOU'LL BE REAL SORRRREEEEEEEE!"

"Leave the computer alone!" I screeched.

"B-But, Captain, that's not logical under the present circum-

"Get away from that computer, Schlock, or I'll see that you're not only drummed out of the service but barred for life from every slot-track and modelcar shop in the whole, stormin' Universe!" I sagged in the command-chair, the better taste of defeat flooding my mind, as I realized the lousy computer was calling the shots. Glancing at the Televu-screen I saw the image of the threatening planet had steadied, stabilized — meaning that we were no longer falling into its atmosphere, that we were now orbiting normally around the planet. The crisis was over. The hippie computer had kept its word.

Schlock appeared in the doorway

"Captain," he said, "I'm worried about that computer. It's singing protest songs and laughing like a mad thing!"

"Never mind the computer for now." I gestured at the greeny planet on the screen. "As long as we're hanging around this world, we may as well have a look. Just maybe the advanced modelcar racing concept we need has been developed on this particular globe." It sounded good but I didn't believe it myself, and I could see Schlock didn't either, judging by the way he was holding his nose.

"That would be the height of

coincidence," he hooted. "Finding the advanced concept on a planet we encountered by mere chance — a planet we never would've known existed if we hadn't drifted off our planned course! Why, it's not even logical or . . ."

"Stop already with the lecture and get us a reading on that planet," I barked authoritatively. "Even if its only got fresh air, sunshine and Bonus-Burger stands, it'll be a welcome change from being cooped up in the Fenderprise with that idiot computer and a clod like you for company!"

Schlock opened the key activating the Sensor-Probes, all of which were guided by the computer. "Mr. Schlock, here," he said with dignity. "Begin probing the adjacent planet for the following categories in this order . . ."

"IT'S CRAWLIN' WITH INTELLIGENT LIFE, JIRK!" gurgled the brassy-voiced computer. "I MEAN, THERE'S MORE THINGIES BOPPING AROUND DOWN THERE THAN YOU COULD FIND AT DISNEYLAND ON A BUSY SUNDAY!"

"And the atmosphere?" Schlock inquired.

"SMOG-FREE, DADDY!"

"Terrain?"

"WHAT'S A TERRAIN! YOU MEAN, LIKE IN CHOO-CHOO TERRAIN?"

"No, like in ground. Soil. Geography. Topography."

"HEY, YOU'RE REAL EDUCATED, AIN'TCHA?"

"Report the terrain, please." For the first time since I'd known him, Schlock was gritting his teeth and appearing to be restraining himself, with effort. "Also, define the degree of civilization."

"WELL, THERE'S A LOT OF UNREAL MOUNTAINS AND COOL OCEANS AND GROOVY OLD CITIES, AND THEY'VE GOT A KICKY GROUP FOR A POPULATION! ALL PEACEFUL AND LUVY, AND YOU CHARACTERS ARE GONNA STICK-OUT LIKE A COUPLA KACKTO-NICKED THUMBS IN THAT MOB DOWN THERE ON ACCOUNTA THEY'RE A LOT MORE COUTH THAN

YOU!"

"Thanks a lot," rasped Schlock, looking grim.

"EAT YER HEART OUT!" giggled the Computer.

I opened a key. "Captain to computer: put a city in close-scan on the Televu-screen and never mind all the chatter."

"LISTEN TO THE BIG SHOT, WILL YA! WOW! ARE YA SURE YA WOULDN'T RATHER SEE A NICE OLD TARZAN MOVIE OR FIVE FAST SEGMENTS OF I LOATHE LUCY?"

"Close-scan a city!" I bellowed

Immediately, a city materialized upon the screen. A weirdly beautiful, wonderfully modern city whose breathtakingly spacious streets were filled with uncountable amounts of strange vehicles proceeding in an orderly and sane fashion. The creatures in the vehicles and on the sidewalks were even more strange by earth-standards, bearing a remarkable resemblance to mushrooms — mushrooms that might have been married, in earlier generations, to go-karts because instead of feet these alien life-forms had neat little wheels.

"Amazing, Schlock!" I shrieked excitedly. "Look at them! *Wheels instead of feet!*"

"I see them, Captain."

"Yes, but look at how they roll around! *Wheeled people!* Just watch them go, Schlock!"

"Frankly, Captain," sighed Schlock, "I'd rather watch a nice old Tarzan movie."

"Computer, zero-in on that row of shops," I commanded. "Let's see what sort of business these wheelies conduct."

"YOU'RE LIKE A REAL PEEPING-WHATS-HIS-FACE FROM OUTER SPACE, AIN'T CHA, CAPTAIN?"

Suddenly the screen was filled with a clear, clean close-up of a shop that was undeniably nothing other than a racing center!

"Come on, Schlock!" I cried, leaping from the command-chair and momentarily sprawling clumsily to the deck because my feet had gone to sleep. "We've got to make it down there on the double! No time to waste! *Hurry!*"

"Why?" he asked, picking me

up.

"That was a *modelcar racing center!*"

"So?" His left-eyebrow arched cryptically.

"Stop wiggling your eyebrow like some kind of a nut and let's get going! If they have modelcar racing centers, they may have exactly what we have been searching for!"

"Highly improbable, Captain," scoffed Schlock. "In fact, your assumption has very little logic in its basic . . ."

"Computer!" I shouted, "Mr. Schlock and I will position ourselves in the Transport-Beam cubicle. Maintain a static stationary orbit position over that city and beam us down to the sidewalk in front of that racing center right away!" I started pulling a hesitant Schlock along to the Transport-cubicle.

"NO DEAL."

I skidded to a halt. "*Whaaat?*"

"I'LL HOVER OVER THE TOWN, SEE? AND I'M WILLING TO DROP A NYLON-LADDER TO GROUND-LEVEL. BUT THAT'S IT. I'M BUSHED. GOTTA GET SOME CRASH-TIME, SEE? MY SOLENOIDS ARE CRACKLING FOR WANT OF SOME REST."

"You insane conglomeration of components!" I yelled, enraged. "It's at least 200-miles from this ship to ground-level! And you expect us to descend a nylon-ladder all that way?"

"TAKE IT OR LEAVE IT," said the computer, and there came the eerie sound of a machine yawning wearily. "BESIDES, YOU COULD USE THE EXERCISE, SPORT!"

"Mr. Schlock," I snapped tensely, "is there anything aboard this craft even vaguely resembling a 200-mile-long nylon ladder?"

He shook his head.

"Ahah! So that screwy computer is playing games with me! If there's no ladder aboard, then we . . ."

"It's dangling, Captain," murmured Schlock.

"What?"

"200-miles of nylon ladder is dangling from the main hatch to the surface of the planet."

"B-But I just asked you if "

Schlock smiled calmly. "You asked me if there were 200-miles of ladder aboard. And there isn't, Captain. Only about 3-feet actually aboard. The rest is dangling."

Gagging on his unbeatable logic, I flipped the channel key open again. Lowering my voice to a smooth, pleasant tone, I said. "Look, computer, I've been hasty, rude and stupid — and I apologize for conduct unbecoming an officer and a gentleman."

"CONSIDER YOURSELF FORGIVEN, BRIGHT EYES."

"Fine. Now be reasonable, eh? How can Schlock and I possibly get down that absurd ladder?"

"EASY! ONE RUNG AT A TIME!"

"Well, you *tried*, Captain." Schlock looked pleased. Sometimes I get the distinct impression that he almost enjoys seeing me frustrated. I grabbed a space-suit from the locker.

"I figure it'll take us approximately a week to climb down there. Right, Schlock?"

"Wrong, Captain. Closer to two-weeks."

"How come?"

"Comfort and rest stops."

I mumbled something undeniably vulgar.

"What did you say, Captain?"

"Never mind," I replied, opening the air lock door clutching the nylon ladder. "Just shut up and start climbing!"



TO BE CONTINUED IN THE NEXT ISSUE

Adding "THUNDER" to the Dodge Charger!

**The King of the Kalifornia Kustomizers rolls
another wild machine out of Kustom City. And
MPC matches it with a beautiful 1/25 scale kit!**

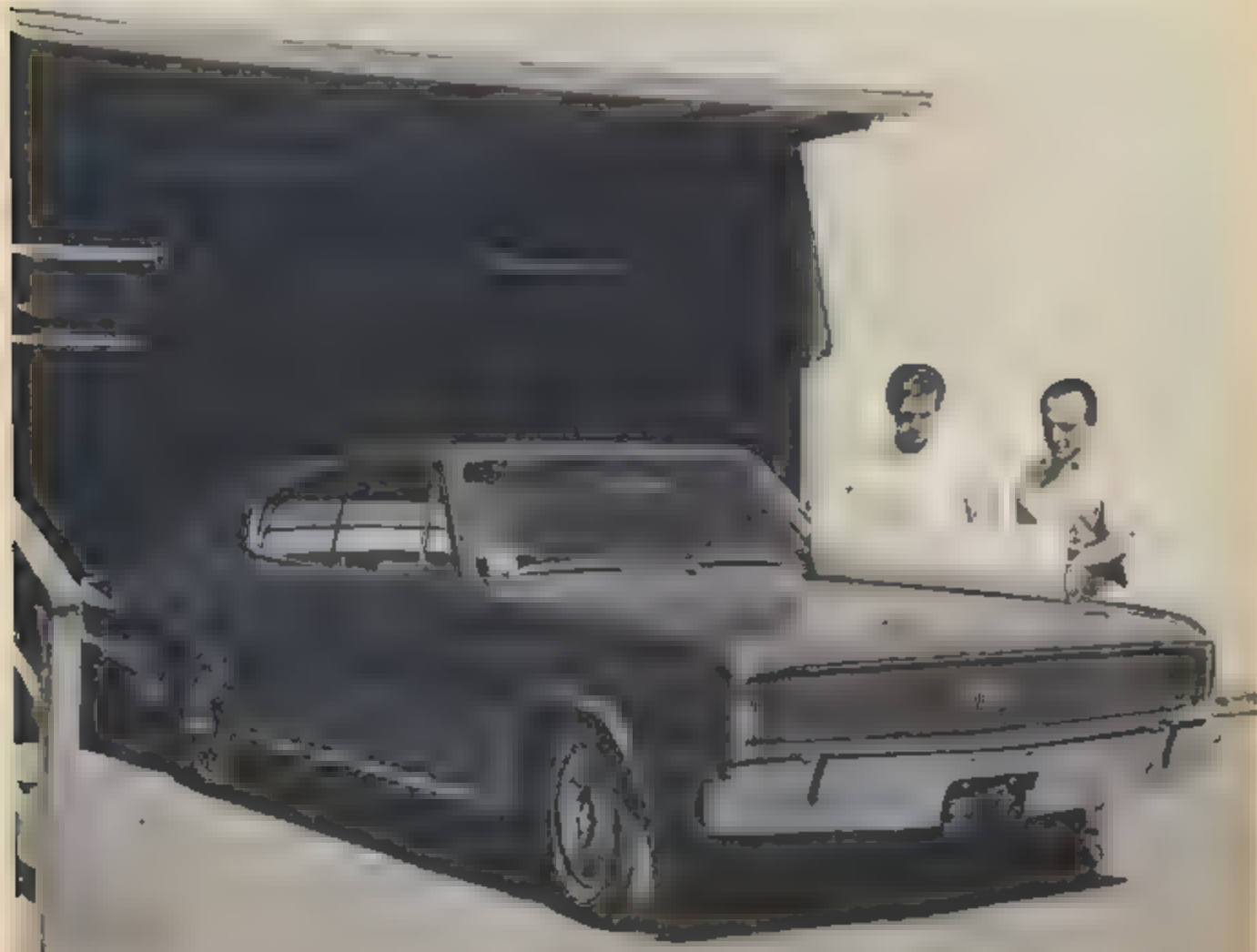
George Barris strikes again! The Kalifornia Kustom King has been producing wild cars for years, here in the land of sunshine and honey, and his latest concept is too groovy for words!

MPC has modelled the car perfectly, in 1/25 scale. You can buy the kit right now, for two bucks, and what a bargain! The kit faithfully

follows the car, including such wild features as a free-floating grille, slanted hood scoops, protruding, airflow fenders that taper into a complete roll pan, square French Cibie headlamps, flanking each side of the Charger grille and . . . but why go on! Look and see for yourself. Look and enjoy! It's a real happening man!

George (The King) Barris, and assistant, begin this exciting project by looking over the plans for their

latest brainbuster. This is a standard 1967 Dodge Charger. It won't be long!





After being wheeled into the Barrie "operating room" the front fenders were lengthened 8" with protruding, airflow fenders which taper into a com-



plete roll pan. The rear quarter panels were extended 6" to provide balance to the car,



A wild feature of the car is the cantilevered half-roof line. Utilizing the Dodge top, the front portion has been made removable so the back half becomes cantilevered over the rear compartment. The front section can be latched into place quickly and is carried in the trunk compartment.



The rear wheel wells were then filled to allow a long, tapered silhouette

After a final sanding and filling, the wild paint job was applied by one of the Barrie "Kustom City" paint experts





Here's the finished Charger, now named the 'Thunder Charger'. Is that, or is that not a truly gassy machine?



The only company producing a model of the wild Thunder Charger is MPC. Here's their great, 1/25 scale kit car, which sells for just \$2.00, at hobby shops everywhere. Included in the kit is a "psychedelic" car art decal that runs the full length of the body. A detailing paint and brush set is also in-



The Thunder Charger stars in the movie "Thunder Alley" starring Annette Funicello and Fabian. Be sure to catch this flick for a better look at this swinging car!

cluded in the kit. The kit offers a special clear bubble that positions over the front seat area. You'll find a Hemi 426 engine, a fastback airfoil, custom hood, roll pans, grille, and Rader wheel covers too! Out of sight!



MODEL CAR & TRACK

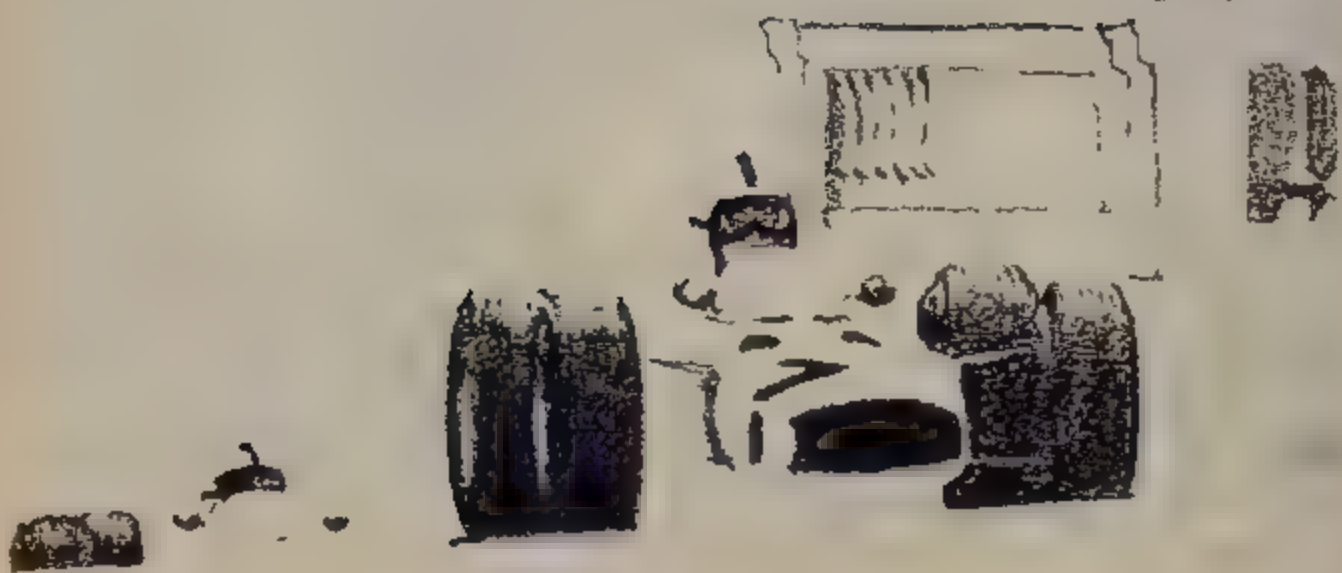
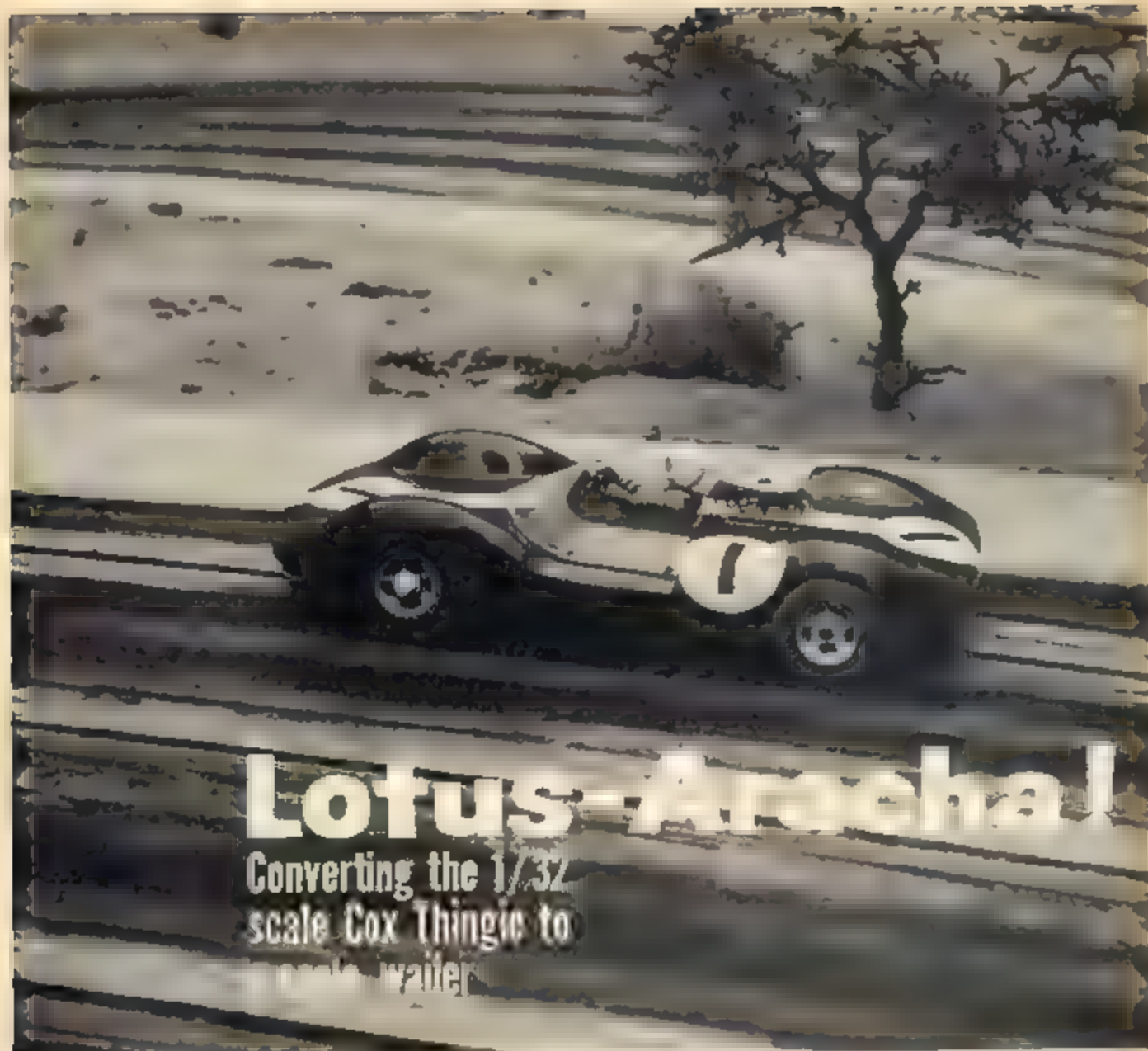


Illustration
by Chuck Queener



Lotus-Arocha!

Converting the 1/32
scale Cox Thingie to
a real racer

By Robert Schleicher

The Iso-Fulcrum chassis principle, pioneered commercially by the L. M. Cox Company in the 1/24 and 1/32 scale La Cucaracha and Lil' Cucaracha cars, appears to be a truly worthwhile chassis principle that has some value in reducing lap times on certain tracks. It is difficult to say for certain whether the ultra-tiny, closed cell tires are the prime factor in the excellent handling of the 1/32 and 1/24 'Roaches, or if the chassis plays an important part. In any case, the cars handle very well indeed.

If you have one of the 1/32 scale Lil' Cucarachas with a battered body, or if you just want a simple, but good-handling home

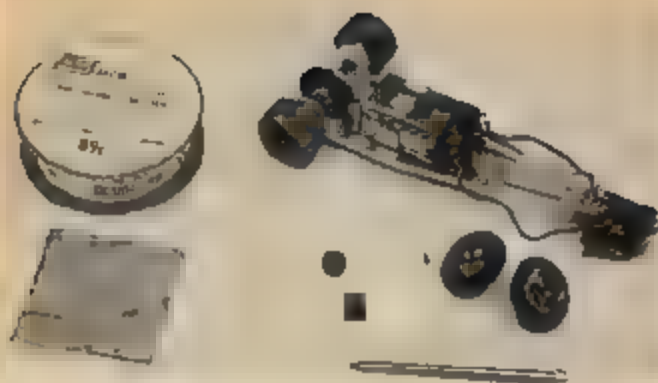
racer, our Lotus 30 with Lil' Cucaracha chassis is for you.

As you can see from the photos, the conversion is simple enough, involving only adapting the rear body mount from the 1/32 scale Cox car into the Hawk brand Lotus 30 body. Either a .020" brass plate or the twin lead weights pictured will give the car the stability in the turns that it needs for 1/32 scale tracks. The finished product is very close to scale, since the early Lotus 30's used 13" wheels and small tires much like our model. The only basic differences between the Lotus 30 and the Lotus 40 was an exposed exhaust system (like the 1968 Indianapolis Lotus), a spoiler, mud fender

mods, and 15" wheels. All of these changes appeared only on the later Lotus 40.

The car in the photos was decal numbered and detailed to match the Lotus driven by Jim Clark at the 1965 Brands Hatch race.

Our model is one of the lightest weight 1/32 scale sports cars you can build. The only extra weight needed is the brass or lead weight required to obtain the best handling. The car weighs only about 2 ounces without the weights. Spend a little extra time with this one in sanding both front and rear tires to near-perfect roundness, since the extreme low weight will accentuate any slight tire hop.



Hawk has made two different versions of the 1/32 Lotus 30. Both have the same body, but the right one has clear windshield and yellow stripe decals. It sells for 50¢. Left one is 29¢. The Lil' Cucaracha chassis is as simple as they come. Add a brass plate weight and rewind with 75 turns of #34 wire.



Drill 1/8" holes in a pair of the plastic wheels from the 50¢ Hawk Lotus.



Cut off the front axle support from the Hawk body and assemble, using the drilled-out plastic wheels and Cox front axle unit.

Use a sharp knife to trim the rear axle mounts from the Lil' Cucaracha body. You'll ruin the body in the process, but the bracket is essential to mount the Lotus 30.



Cox front tires have a sharp peak in center of tread that seems to help the handling. We substituted a pair of 7/8" Monogram tires, sanded down.



File off the edges of the Cox front wheel acorn nuts so they'll no longer hit spokes.



The various body details can be removed from the Lil' Cucaracha by pressing from the inside.

Cut the seats and interior from the Hawk Lotus body and neatly trim the opening.





Shave away a bit of each fender well to cut the opening another $1/8"$ into fender without increasing the cutout diameter



Trim the plastic axle mounts from the front and rear underbody pieces of the Hawk body. All correct parts are shown



Snap the Cox rear bracket over the chassis and, using chassis as a jig, glue the Cox bracket in place with Plabond. Use plastic cement to hold front axle unit to the body. Do not remove the chassis until next day



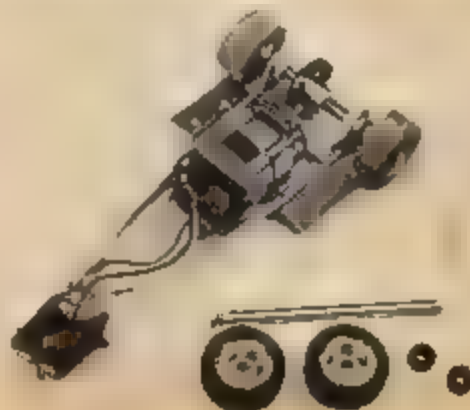
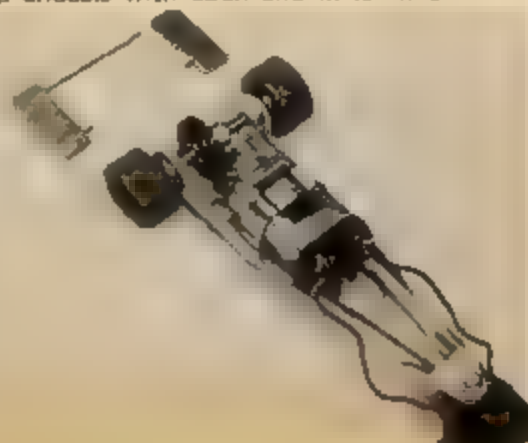
Drill a pair of #74 sized holes in each side of the Cox chassis about $1"$ apart



Cut off a $1-1/4"$ piece of Monza brand chassis lead weight (approx. $1/16" \times 1/4"$ size) and drill a pair of #74 holes to exactly match the chassis.

Cut off a length of hatpin to fit thru both rear #64 holes in the chassis with each end in lead. Cut off

another two pieces of pin about $1/4"$ and press into other holes

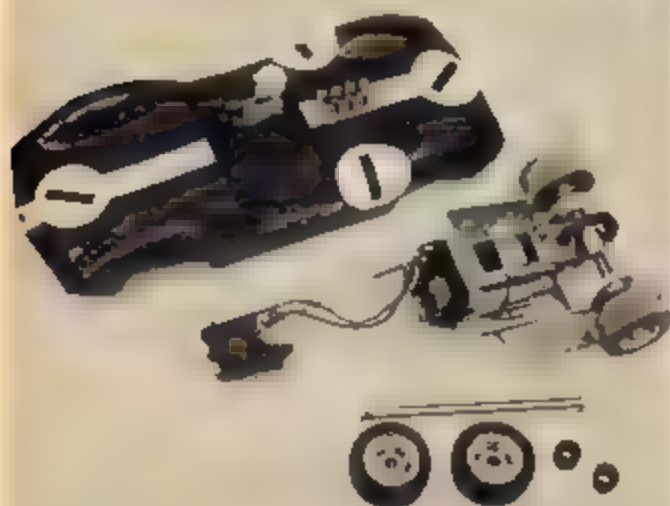




To fit the clear windshield in the Hawk 50g Lotus kit, you will have to drill the three 1/16" holes in the body. (The factory forgot.)



Hood, trunk, and door lines are accentuated by scribing over them with a knife tip, then brush black India ink into the marks.



Paper, painted flat black, covers open cockpit, with Cox driver glued to it. If you are satisfied with green, do not paint the body.

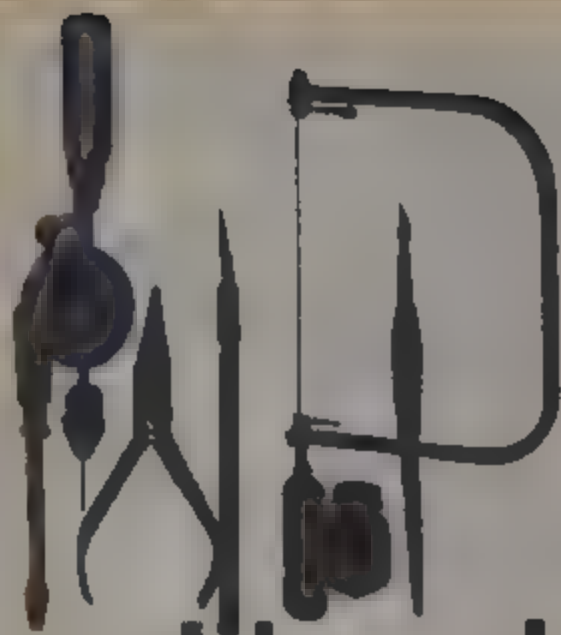
Note how the front wheel is 1 ft with the body while the pickup stays in slot. Paint the sidewalls of the rear tires black for realism.



Body was waxed with a heavy coat to protect the unpainted plastic and decals. Chassis snaps into place. Pickup wires must be above the front axle to allow front tires to touch the track surface.

The Lotus-Archa not only looks great but it goes like a top notch scratchbuilt! Here's a car that can capture both concours and first in the main!





MODEL MECHANICS

NEW IDEAS TO IMPROVE YOUR MODEL BUILDING

Mechanics Jack

A Jack similar to the one in these photos can be seen in racing pits from Lemans to Indianapolis. A racing car may need a "quick lift" to allow tire changes or underside repairs, and a jack like this will do the job.

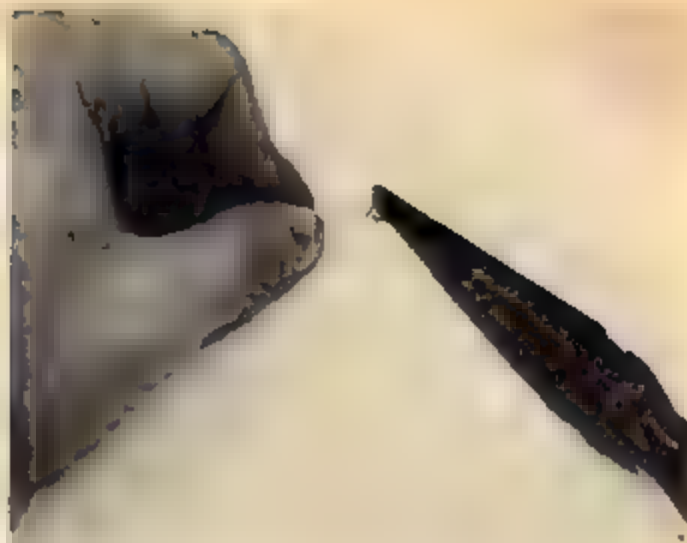
The photos show the approximate sizes of the parts for a jack scaled to fit 1/32 to 1/24 scale cars. By reducing the sizes of the parts about one-half, a suitable size jack for HO cars can be assembled following the same

steps. Fortunately, there are no standard sizes for the real jacks, — exact scale is not too critical. Just keep the legs parallel and straight, with the size about as indicated, and your jack should look just as realistic as ours.





A couple of paperclips and two pieces of plastic about 1/4" diameter (HO wheels or cut from scrap "trees" from old kits) are the only parts needed for this project. Straighten each bend in the paperclips carefully, trying not to damage the surface if possible.



Bend as small a loop as you can in the end of one of the straightened paperclips.



Bend the rest of the "looped" paperclip to the shape on the right, then "loop" its other end. Cut and bend other two pieces.



Slip the straight piece into one 1/4" wheel, then pass thru both loops and press on the other wheel. Metal wheels are OK too.



Snap the second "J" shaped piece into the ends of the loops behind each wheel. If needed, epoxy each joint.



One of the Monogram, Airfix (England), or Plasticville figures can be adapted to look as though he is holding the jack. Put buildings, other figures and cars look even more realistic because of added details like our jack.

One Man Racing

Now you can race by yourself on any home raceway!

By Bob Schlaicher

*Illustration by
Chuck Queener*



With the simple system outlined here, you have a choice of racing alone or with a group of friends. Common plastic electrical tape is merely pressed in place over the sections of the track pickup strip where you would have to let off on the throttle if you were driving the car yourself. The tape insulates the car's pickup strips from the track contact strips so the electrical current ceases to flow. You apply the tape to only one of the strips on any brand of home raceway be it HO, 1/32, or 1/24 scale. It works just as well with any of them!

Credit for the idea must go to Don Ernst of Revell who designed and debugged the "*Speed Control Pattern*" system. Revell has a "Patent Pending" on the idea so that other manufacturers cannot claim or use it, but that certainly won't hinder you from using it on your set, whether it be Revell or another. The "powers-that-be" at Revell even encourage you to use their idea in the hope that someday you will be satisfied enough with home racing to want to purchase one of the top-quality 1/32 or 1/24 sets produced by Revell. The road course in the photos is a set featured only at Sears Roebuck & Co. stores this Xmas, called the Revell Nassau Hi-Banked Raceway.

The best tape to use is the flexible black plastic type sold in hardware stores and super markets as "plastic electrical tape." A dozen or so different brands are available. Some of the larger hardware stores offer the same tape in colors other than black. The cloth tapes like "Mystic" or the hard plastic tapes like Scotch "Magic" tape are *not* recommended, because they are not flexible enough to stretch around the curves. Masking tape will also do, but it will not last as long as the black plastic electrical tape. In a pinch, any tape would do as long as you are willing to cut it into 1/2" long bits for the curves.

Only one lane of the track is taped, and only one pickup strip of that lane. You will race on the

•Patent Pending

untaped lane. The best way to decide where to place the tape is to become familiar with the track you have. As you drive around, make careful mental note of *exactly* where you let off on the controller, and where you again apply it. Adjust your driving habits, temporarily of course, so that you only apply full throttle, working the controller as though it were only an on-off type of pushbutton. You'll find you have to "blip" the controller on and off for the slower corners. Again, note where you "blip" on and where you "blip" off. The next step is to apply the black plastic tape over the pickup strip at the points where your controller was off. At first, this will be a "trial and error" procedure but you'll soon see where the tape must be applied to suit your cars and track to just keep the "automatic" or "ghost-driven" car from spinning out.

On most 1/32 scale tracks, a piece of tape about half the length of each curved piece of track will be needed at about midway thru each section. If there are four sections of track in a particular corner, it will probably require four pieces of tape spaced about equal distances apart thru the corner. To slow the car down at the end of a straight, you'll have to rely on your own judgement with an average 1/32 scale home-set car. A rough rule of thumb (a guess) is to tape one full section of straight (before the corner) for each 2 sections in the entire length of the straightaway. The exact track plan, and the relative speed of your cars can later alter this, so experiment by adding more tape until the car will negotiate the corner without spinning out.

When you are applying the tape, be sure to wipe the track clean with a damp rag so the tape will stick well. It's a good idea to wipe over the track periodically, and to clean the car's pickup braid and tires, so you are certain it is performing its best. The black plastic tape must be about 1/2" wide for most tracks and you must lay it in place so it covers the full width of the metal



With the system of one-man racing developed by Revell's Don Ernst, you can race all by yourself. The controller for the car in the other lane is taped down!

The car you race against is able to negotiate each corner at almost the same speed as your car and the other car never makes a mistake or spins out!



pickup strip without any of the tape edge hanging over onto the edge of the slot. It is best to lay too much tape at first, then gradually cut away 1/2" or so behind the car at the entrance to each corner and in the corners until the car spins out. When it does you've removed that last 1/2" too much and it must be placed back down. With a new set, you may find that the car will speed up as the gears "break in." As a result, it may spin out continually in places where it never did before. If so, just add a bit more tape behind the original, where the car is now spinning out. If the car stops completely in some area you have obviously added too much tape and a bit must be removed.

The button of one of the hand controllers (the one connected to the ghost-driven car's lane) can be taped into the full-throttle position with the same tape you have been using to insulate the track. Be absolutely certain that

the controller button is all the way down, and check it periodically to see that it stays down, should the tape stretch or work loose. If the button is not all the way down, the controller will overheat and eventually burn out. It should last forever, if the button is taped all the way down.

With the one lane intermittently taped, and its controller on full power, you can place a car on that lane and it will race around indefinitely, just begging you to give it a real race with a car on the untaped lane, controlled by your skilled (?) use of the controller button. If you've done a thorough and careful job of taping the other lane, that ghost-driven car is going to be hard to beat! Remember, it never makes a mistake because you "programmed" it to never spin out no matter how fast the competition! The car on the taped lane has only one disadvantage over your car; with a Revell set and most others, the track is wired for

dynamic braking. This allows your controller-driven car to slow down quicker for each corner than the car that is only controlled by the tape over its power pickup strips. The ghost-driven car will actually coast into a corner, while your car will have "brakes" so it can slow down faster. This means you should be able to drive farther into the corners at the ends of straight-aways than the ghost-driven car. At first, you'll find the consistent high speeds of the ghost car cannot be beaten but with practice you'll eventually be able to win consistently over the "programmed" car. When you find you're winning too easily, change the track plan or simply remove the tape and "program" the ghost car to race in the other direction. You'll find that most tracks require completely different techniques to be driven in the opposite direction. Now, we hope, you can begin to see why home racing is so much fun.



At full throttle, the white car will spin out and fly off the track when it hits even a banked turn on this Revell "Nassau Hi-Bank".

Stretch the tape around the curve as you press it firmly onto the track surface



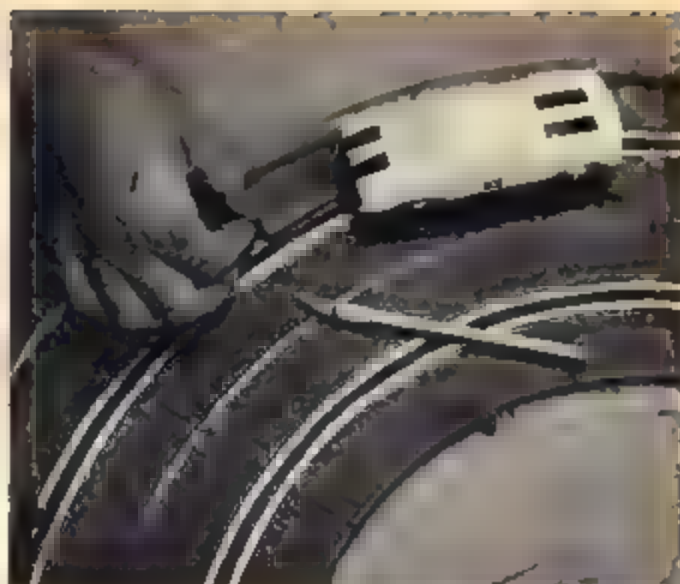
Black plastic electrical tape is best to insulate portions of the pickup strip on the white car's lane. Press it in place so it covers the metal strip, but is not overlapping on the edge of the slot.

When the proper length is stuck down, cut the tape cleanly with a sharp knife.





If you find the car stops, or slows too much, a bit of the tape behind it can be cut.



Remove the cut piece of tape and try the car again. Text outlines where to place tape.



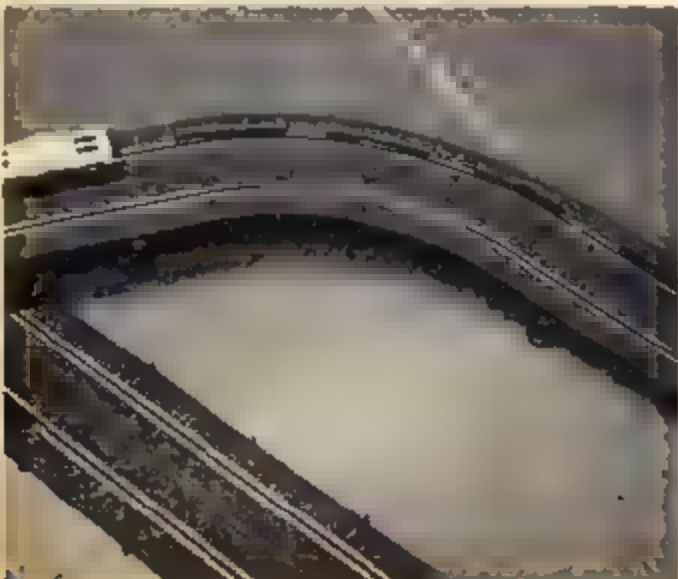
By noting where full throttle can safely be used, tape is applied thru banked turn

or corners, small bits of tape are used



To prevent "ghost-driven" car from flipping in short-

About half of the chicane sections must be taped as shown for the car to negotiate them.





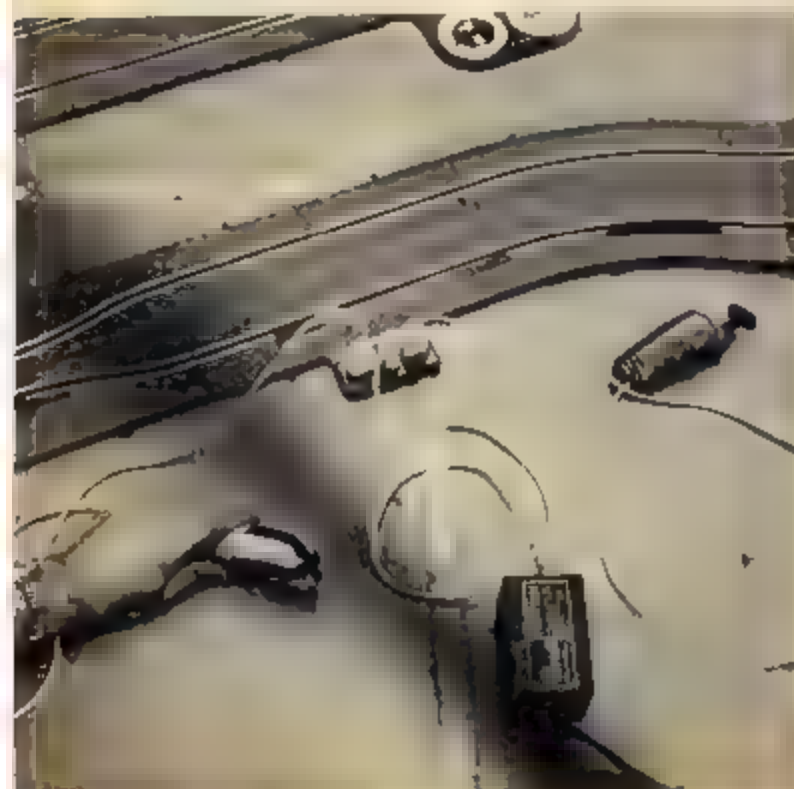
Flat 14" radius turn is typical of any home raceway. Note black tape locations.



With one lane taped to interrupt the power flow to the car, a trial race is run.

When ghost-driven car's lane is taped so it will run its fastest without spinning, the control button can be taped full-on.

This simple oval of 21" radius track by Revell is taped as shown for two 1/32 scale cars to be raced by one man.



HOW TO GET STARTED IN SLOT RACING

It doesn't take as much effort or money as you might think, to get into the greatest hobby/sport in the world!

Model car racing is a truly fascinating hobby/sport, as nearly anyone who has ever tried it will testify. There are thousands of new people attracted to slot racing every year. This constant stream of "new blood" is vital to the future of model car racing. Any hobby/sport tends to stagnate without the fresh ideas that these new people

bring in

Model car racing probably enjoys a very high percentage of new participants each year because of its characteristics. After all, here is a hobby that offers just about everything a model builder could ask for. If you're a fellow who likes to build precision, highly detailed models, there are concours cars and

trackside buildings and scenery to work on. If you go for performance, you just won't find more than is offered in slot racing!

Model car racing is more than a hobby, it's also a sport. The satisfaction of model building mixes happily with the thrill of head-to-head competition with other participants.

Unfortunately, many new people who are drawn to slot racing each year lose interest after just a short time. Why? What a pity that their exposure to slot racing was too brief for them to become as solidly "hooked" as we are. What a pity that they drifted in and out of the sport before the romance and aura of excitement surrounding model car racing had a chance to rub off on them.

We believe most of these people became discouraged with the equipment they started with, and simply gave up. There's nothing worse than trying to do a job with the wrong piece of equipment, particularly in a competitive sport. After all, even Jim Clark couldn't win at Indy if he had to drive a dump truck!

It is important, in our opinion, to get these newcomers started the right way. Good equipment is not that expensive, and in the long run, the total outlay for the necessary bits and pieces will be only a few dollars more than if really cheap (both in price and quality) merchandise were purchased.

Okay, you probably agree with that. But *what* exactly to buy? Well, first of all it depends on what kind of racing you intend to do. Let's take it by categories.

HOME RACING

As the name implies, this is slot racing as done in your own



home. Until recently, only 1/32 scale and HO scale cars and tracks fitted into this category. Now, with the advent of wider home tracks, 1/24 scale racing is making progress here too. The smaller 1/32 and HO cars do seem the "happiest" on the smaller home tracks, and more realistic. Unfortunately, it takes quite a bit of room to race 1/24 cars at home. However, if you have the necessary space for the bigger track, 1/24 racing at home can be almost as exciting as it is at the commercial tracks.

Most people are introduced to slot racing through the complete home sets, as sold by Revell, Strombecker, Monogram, Atlas, Tyco, Lionel, Aurora, Eldon, etc. Christmas, obviously, is the time of year our sport receives more newcomers than any other time. The complete home set is an ideal Christmas gift, after all.

The home set comes complete with everything you need to race, including controllers, cars, tracks, power supply, and usually an assortment of bits and pieces such as track fencing, trackside markers, etc. There is no better way to get into slot racing, than to buy one of the complete home racing sets. You can use it as a building block — a corner stone in your racing career, so to speak. As your skill progresses, you can update your home set with better controllers, cars, etc. Most of the cars on the market today will fit a home track, and this is usually true of the controllers.

COMMERCIAL TRACK RACING

If you have a raceway in your town, you can get into slot racing quite easily. All you need is a controller, and a car. For that matter, if you just want to get a taste of what this slot business is all about, you can rent a controller and car for a grand total of 50¢ or so, from the manager of the shop. Unfortunately, most rental cars and controllers have usually been pretty well flogged, and it is seldom you find one that is really up to par.

If you intend to do some commercial track racing, buy a controller that has fuse protection.



Many first time slot racers are introduced to the sport at Christmas time. A complete home racing set is a favorite gift for action-minded people.

If you accidentally hook the controller up wrong to the track, the power supply won't burn up your controller in a flash. The worst that will happen is you'll

blow a fuse.

Be sure the controller matches the resistance of the motor used in whatever kit or ready-to-run car you purchase. Your raceway

Some individuals like to build their own custom layouts. These tracks are fairly easy to build, and not as expensive as you would think. You're not restricted to someone else's layout when you design your own track. Your imagination is the limiting factor.



manager can help you there. Few modern kits or ready-to-runs will allow the use of a controller over 15 ohms these days. Without knowing what you intend to buy, we would say a 10 ohm controller is a good "average" unit. Or you can buy one of the solid-state controllers such as the Thoric unit, tested elsewhere in this issue. This type of controller will work with any motor.

Most "first timers" at the commercial tracks usually wind up buying a ready-to-run car, because it's the fastest way to get into racing. However, there are very few ready-to-run cars that can just be set on the track and driven off. You still have to take the time to loosen up the gear clearance a bit, or carve out the body where it touches the tires, etc. Since this is true, it seems to us that a good kit is a real bargain, as they are usually three to four dollars cheaper than the ready-to-runs, and you can put it together in just a few minutes. Furthermore, you'll learn something about how the car works by assembling it yourself.

CLUB RACING

Club racing is usually the epitome of slot racing, to the home track crowd. Usually several enthusiasts band together and build one large club track, in a centrally located garage or basement. Occasionally, several of the members will build their own custom built tracks, and the club follows a regular "season" going from one club track to another.

Most clubs welcome new members, for the simple reason that the new fellow brings in fresh ideas, and new enthusiasm. If you can locate an existing club, all it will take to join is your own controller and car.

VITAL EQUIPMENT

No matter what category you find yourself in, you will need a few maintenance items, in addition to a car and controller. Here's a general list: Lubricating oil (3-in-1, sewing machine oil, fishing reel oil, etc.), 5-40 wrench (usually standard equipment in any kit, or you can buy

one for 25¢). Small screwdriver (again, usually standard equipment with kit cars). Small pliers. X-Acto knife.

The total cost of the above tools should be under \$4, and everything except the oil will last you for as long as you intend to race.

That's really all there is to getting started. One of the most intelligent things you can do, after you start racing, is to sub-

scribe to our magazine. We realize this smacks of a paid commercial, but we're serious. We run articles each month on maintenance, tuning tips, hop-ups, etc., that you'll find very valuable.

If you've been hanging around the sidelines, watching what looks to you like a real fun sport, don't wait any longer! We're on your side. Come on in and get your feet wet. We'll help you!



Club racing is the epitome of racing, as far as many "in" groups are concerned. This is the MESAC track, in Inglewood, California.

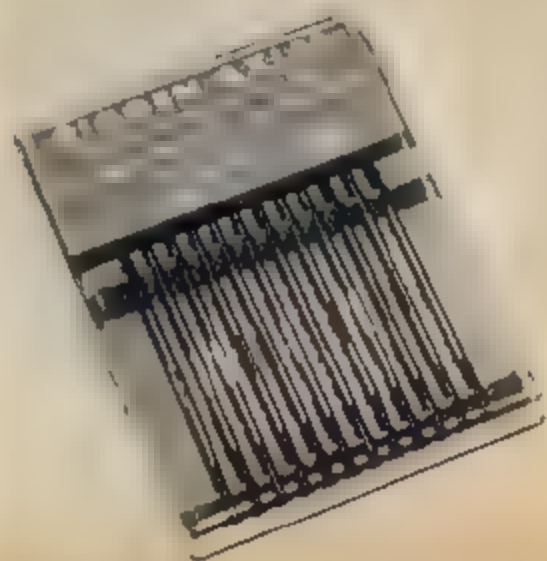
Most club tracks are more modest in size, such as these circuits. Club tracks usually run three or four lanes.





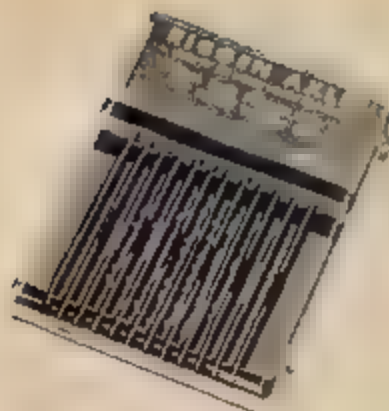
Riggen Racing 68 Style

Riggen's "Super Sponge" tires have been in the winner's circle for a long time around the country. Now they've added stainless steel axles to their line, in 2-3/4" and 3" lengths. A 1/2" set-screw notch has been machined into these 416 heat-treated stainless steel axles. Price is just 39¢ each.



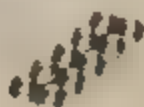


With the "pros" leaning more toward set-screw wheels and axles every day Rigger decided to release a complete set. The set-screw wheels are precision machined of aluminum, and are shod with



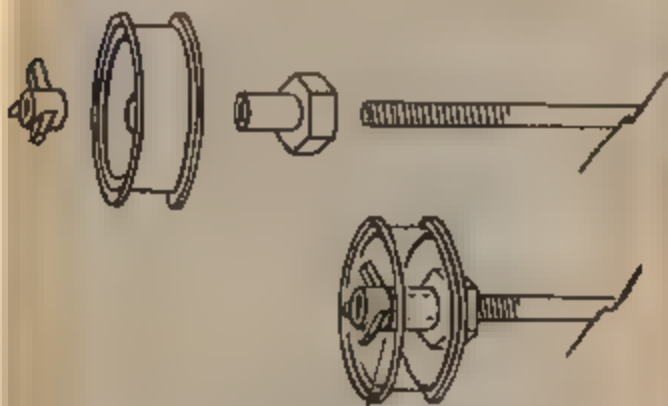
Super Sponge rubber, in $\frac{7}{8}$ " diameter by $\frac{5}{16}$ " wide. A $2\frac{3}{4}$ " special formulated steel axle and allen wrench is included. The set sells for \$2.29. The special axle also sells separately, for just 39¢.

Rigger
JAM NUTS
NEW SET-SCREW
TO HOLD WHEELS
TIGHTER
1-2425 STOCK
10 for \$1.20



Another new release is this new jam nut. It has been machined on both sides to hold the wheel perfectly straight. Sells 10 for \$1.20.

any 5-40 threaded axle. Without soldering, and in about two minutes flat, you have a true independent rotating front set of wheels!



SPACE .. between wheel

Rigger
INDEPENDENT ROTATING
FRONT WHEELS with TIRES
ASSEMBLED
\$3.01-12 Price 1.09



Yet another item in this rash of new releases is this independent rotating front wheel and tire set. For \$1.09 you get a neat little kit that slips right on

Last, but far from least, is Rigger's famous "Gator" chassis kit. It's the same chassis that is used in their BRM, Watson-Ford, and Chaparral 2-E and modified Ferrari RTR cars. Takes any 26-D Mabuchi or Hemi motor. Just add a motor and your own axles and wheels for a simple custom chassis. A quick-change guide shoe is included, along with flexible pickup brushes. \$3.95.



HAPPINESS IS A WELL PLANNED TRACK

By George Siposs PART II

Last month author Siposs told us about the basic planning that went into his garage corner club track and how the track base was built. You will want to re-read how scenery was put on the hillsides and other interesting ideas. For a copy of last month's issue write to Back Copy Dept.

131 So. Barrington Pl.
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Study the track layout carefully and you will see several interesting and novel features in the way the lanes are laid out.

Leaving the start (running in a counterclockwise direction) the three lanes separate, only to converge again at the first "equalizer" section. I found from experience that a wiggle in a track slows the cars down somewhat. Why not, I thought, incorporate a small wiggle into the inside lane, a lane which normal-

on the inside lane is slightly ahead at the pits it really has to work hard to maintain its position because the outside car has a straight section ahead of it and can travel very fast. Thus an overpass, usually very hard and time-consuming to make does not have to be constructed and you don't get confused as you go under the bridge. Once on the in-

side lane, you are always on the inside lane on my track. When you shout "inside lane" during a

ish to run a long race with each car on one lane for the entire race. The track surface, the slots etc., are different, no matter how carefully you build them. Here is what we do. We run each 1-hour race in 5 minute segments. At the end of five minutes each car is put on the next lane and runs there for the next segment. At the end of that period you again

put the car on the next lane so that you drive the red, white, and blue lanes in succession. Ob-

to the lane his car is in for that particular period. We tried this but there was a lot of confusion until we installed an electrical selector switch on the main control panel. With the flick of the switch each controller can be switched to make connection with that particular team's car, whatever lane it happens to be on!

O.K., now the cars are switched to the adjacent lanes but how do we keep track of the lap count? Well, a switch identical to the controller selector switch has been installed on the lap counter and the counters also follow the cars whenever there is a lane change. At the start of a race the counters are zeroed. At the end of the first driving period we put the cars on the adjacent lanes, switch the controllers over, switch the lap counters over and the race goes on in a few seconds. If you drive several consecutive periods you find it refreshing to drive a different lane every five minutes. This is quite similar to cars taking different "lines" throughout full size races. At the end of our race each lap counter clearly shows the total laps completed by their corresponding cars.

A timer, modified from a washing machine timer, is mounted on the main control panel. This timer shuts off the current from the battery every five minutes, for about 10 seconds, to allow us to change lanes. When the timer turns the track back on again, the cars start up and there are no "Texas starts" with this system, believe me!

During long distance races we have two or three drivers assigned to each car and they change controllers during the "off" periods. In front of each driver, mounted on the track, is a code card which tells him what lane he is to drive in, in every period. There is never any confusion with our setup and the progress of each car can be followed very easily by looking at the lap counters. Each team has its own lap counter assigned, they are called A, B and C. Thus we call out: "Team A on blue, team B on white, team C on red



The finished track can be rolled around and has plenty of room for storage. Note that the space under the hills has been utilized



The car battery sits right on the track (lower) base. A small charger keeps it charged

The main control panel has a voltmeter, selector switches, lap counters, pilot light switches, main switch and timer



tracks." Next period it's team A on white, team B on red and so on.

A car battery is used for track power. This allows us to use high performance motors. A trickle charger is used to keep the battery up to snuff while a voltmeter shows the actual track voltage at all times.

The main switch turns the power on to all parts of the track and allows us to start races in a fair manner. Another switch controls the pithights (Tyco HO lights in the pits) when we race in the dark.

Next to each driver's control

socket there is a short track section, wired directly from the 12 volt battery so that cars can be checked. A small piece of sandpaper next to the test sections allows you to sand the tires on your car and two small wooden blocks, spaced properly, make it possible to check tire width.

So there you have it. A track which was simple and fast to build, has been in operation for almost two years, and which has given us innumerable hours of pleasure. I attribute this to the fact that one literally has to "drive" every inch of the track, wait for a chance to pass or relax

when he is in the lead, enjoy those linked S-turns and always be assured of a fair chance of winning.

Bill of Materials

$\frac{3}{8}$ " particle board — 2 sheets, 4'x8' ea.
 $\frac{3}{8}$ " plywood (track base — 2 sheets, 4'x8' ea.)

$\frac{1}{4}$ " plywood for the lower shelf — 2 sheets.

300 ft. Cox StakTrak braid $\frac{1}{16}$ " wide.
 Testor paints, Testor Dulcote, Plaster of Paris, Permacene, wire mesh, nails, screws, glue.

Electrical parts

$\frac{1}{4}$ inch, three wire sockets, 12 volt battery charger, voltmeter, on-off switches, selector switches (triple throw, double pole), lap counters, timer, fuses, #16 wire.

A bird's eye view shows the equalizer "wiggles" in the foreground



Each team has its own shelf located under the mountains. Note the short test track. The test track sections are individually fused and equipped with sand paper and gage. There is plenty of room for two large GT cars and, if you don't mind a bit of a squeeze once in a while three can race too.



Kool Kontroller

Designed with the racing buff in mind

A new controller always rates a close look-see, in our opinion, because it is a vital piece of equipment to the serious slot racer. Your car is, at times, a long way from where you are standing, and moving at incredible speed. The commands you give the car must pass through your controller, so the better this piece of equipment is, the faster you can drive your car.

"Solid state" hand controllers are not new on the racing scene. There have been several makes appear in the past, some with excellent features too, yet most of them never made it for very long. Why not? There must be a reason. On the surface, a solid state controller sounds like the way to go. After all, solid state (transistors) components pretty well eliminate heat, which has always been a bugaboo in the slot racing game, and any motor can be used with this type of controller.

We don't pretend to be electrical engineers. We do however, know what works. Most of the so-called "solid state" controllers in the past worked rather erratically, when they worked for any period of time at all.

Thoric's controller seems to be different. The feel is superb, and it is true — all motors seem to work equally well with this controller. In addition, the small amount of heat that is generated during racing is insignificant. And even that is away from your hand! You can operate the controller with your thumb, or with your forefinger, with equal ease.

The old question "How many ohms does this controller have?" no longer applies. Nor do you have to worry about how many ohms your motor is rated at. They'll all work with the Thoric.

The controller has a regulated output that is rated at 1% on a 50% overload. This insures maximum current availability to the

car's motor without any voltage loss in the controller because of sudden acceleration current surges.

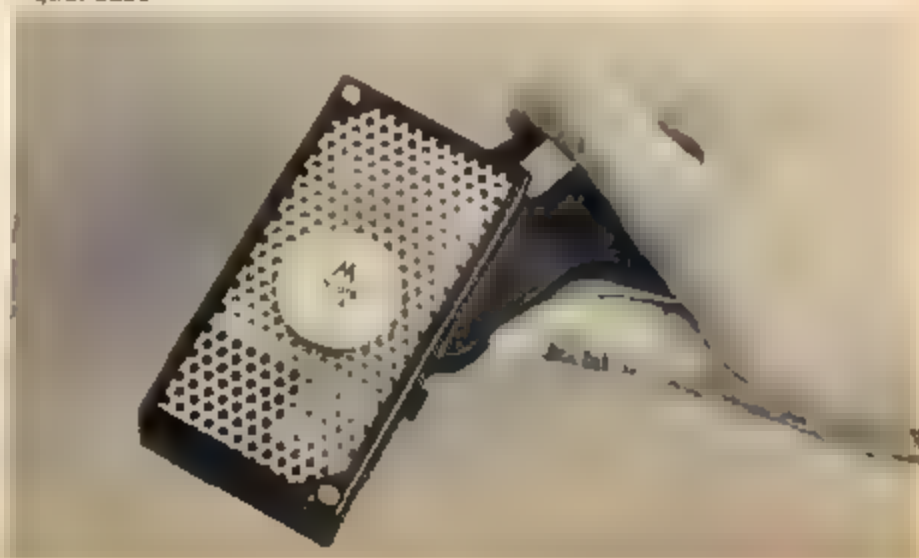
Depression of the throttle the first two thirds of its travel provides rapid acceleration while the remaining one-third of its travel provides a smaller change in the car's speed for a larger amount of throttle travel. Even though this controller has good brakes, you can put this output

performance curve to good use, because you'll have to use the brakes less on any given lap.

The Thoric controller sells for \$8.98, which seems reasonable to us, considering the performance. It carries an excellent guarantee too. If you can't buy it from your local raceway, write directly to Thoric Company, Dept. MCS, 720 North Waterman Ave., San Bernardino, California 92410.

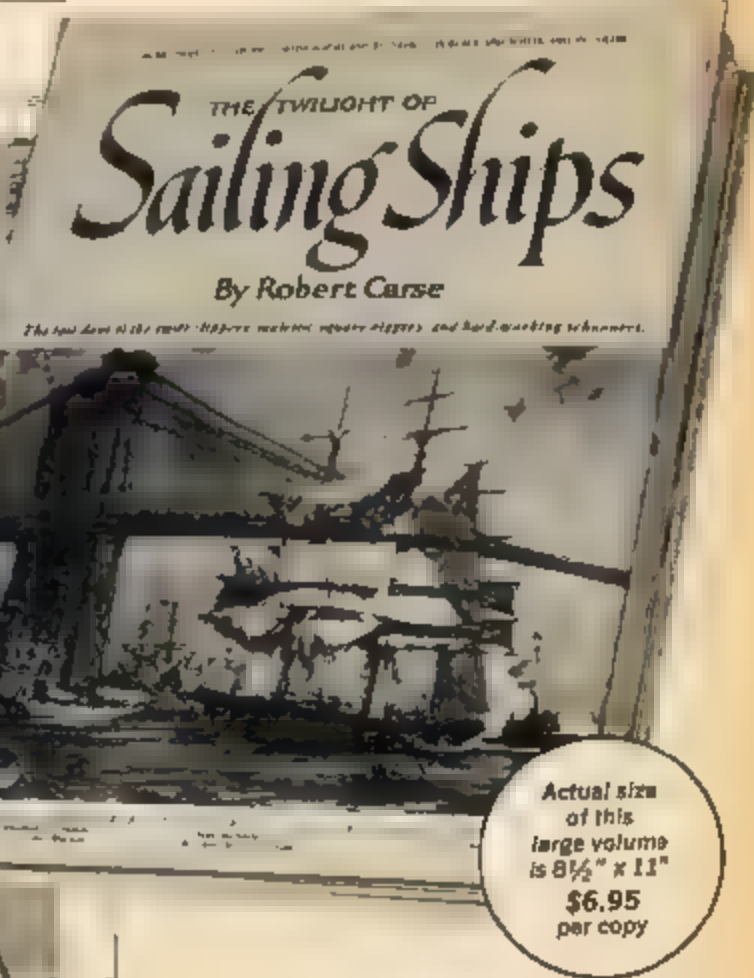
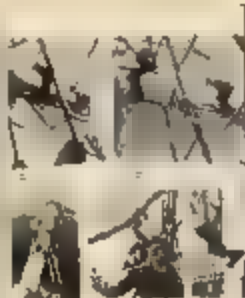


Thoric's new "solid state" controller works well with all motors in 1/32, 1/24, or HO scale. It may appear bulky, but the controller fits the hand perfectly and is well balanced. Best of all, it doesn't get hot, even in long enduros. It can also be thumb operated or used as a trigger finger controller, with equal ease.

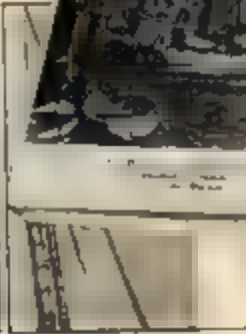
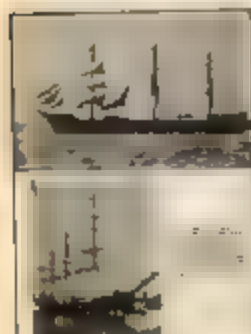


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To start up in rocketry, it is best to ask an adult to help you at first. Launching pads and electrical circuitry are relatively easy to build and require very little space. Correct technique can be acquired by simple low-powered rockets such as Kit #K-31 by Centuri Engineering or Kit #BS-20 from Estes Industries. Only when you have acquired skill in adjusting your rockets, balancing and trimming its weight, should you try your hand at big multi-stage rockets and exotic configurations.

A home-made firing system can be very simple. A car battery and a spring-loaded bell button are wired in series with the rocket to supply the necessary 2 amperes to ignite the engine via the glowing-wire igniters.

A more elaborate and realistic system is built around a regular control panel. An interlock switch is provided to prevent accidental launching of the rocket. The pilot light in the circuit glows when the interlock is depressed, this indicates that the rocket is ready and the igniter is fully armed. If the light does not glow, the circuit is not complete and the engine will not fire when the Go button is pushed.

If you are interested in learning more about model rocketry join a nearby group and write to our rocket manufacturing advertisers. If sufficient reader interest is shown we will carry a monthly column on this particular subject.

If your fancy is flying without wings, imitating America's space pioneers, or simply some scientific fun, I guarantee that you will enjoy model rockets. Everything is A-Okay here, do you read me loud and clear?

For a mere 25 cents you can get an exciting catalog on model rockets from Estes Industries, Dept. MCS, Box 227, Penrose, Colorado 81240, or Centuri Engineering Co., Dept. MCS, P.O. Box 1988, Phoenix, Arizona 85001.



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